



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
Tuesday, April 9, 2019
7:00 PM
Glen Ellyn Civic Center, Room 301

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of Minutes

March 12, 2019 Capital Improvements Commission Meeting Minutes

D. Current Project Updates

1. Glen Ellyn Metra Station STP Shared Fund Bonus Points Presentation
2. CBD Streetscape and Utility Project - Design Exceptions

E. Trustee's Report

F. Other Business

G. Public Works Report

H. Project Report

Engineering Division Project Activity Report Dated April 5, 2019

I. Adjournment



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 04/09/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Minutes

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3913)

DOC ID: 3913

March 12, 2019 Capital Improvements Commission Meeting Minutes

The draft March 12, 2019 Capital Improvements Commission Meeting Minutes are attached hereto for review and consideration of approval by the Capital Improvements Commission.

ATTACHMENTS:

- CIC Meeting Minutes March 12 2019 - Draft (PDF)

Village of Glen Ellyn



Minutes
 Village of Glen Ellyn
 Capital Improvements
 Regular Meeting
 March 12, 2019
 7:00 PM
 Glen Ellyn Civic Center, Room 301

Board or Commission: Capital Improvement
Meeting: Regular
Quorum: Yes

Date: March 12, 2019
Called to Order: 7:01 p.m.
Adjourned: 9:25 p.m.

MEMBER ATTENDANCE:

Michael T. Lane	Chairman	Present
Adam B. Biggam	Commissioner	Present
Joshua J. Cattero	Commissioner	Present
Arthur F. Foerster	Commissioner	Absent
Michael M. Lindquist	Commissioner	Present
Todd H. Ryne	Commissioner	Present
Steve Szymanski	Commissioner	Present
Rocco J. Zuccherro	Commissioner	Present
Richard Daubert	Professional Engineer	Present
Tom Topor	Senior Civil Engineer	Present
Also Present:		
Steve Warner	Engineer	Present
John Kenwood	Liaison Trustee	Present
Julius Hansen	Director of Public Works	Present

Public Present:

Todd Hutchinson	Student	

Attachment: CIC Meeting Minutes March 12 2019 - Draft (3913 : Approval of March 12, 2019 CIC Meeting Minutes)

A. CALL TO ORDER

The **March 12, 2019** regular meeting of the Capital Improvements Commission was called to order by Chairman Lane at **7:01 PM** at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM December 11, 2018 MEETING – Approved

MOVE TO APPROVE MINUTES OF REGULAR MEETING FROM 12/11/2018

RESULT: Motion Unanimously Carried

MOVER: Commissioner Szymanski

SECONDER: Commissioner Cattero

D. CURRENT PROJECT DISCUSSIONS

1. *Continued Discussion on CBD Streetscape and Utility Project:* Engineer Daubert asks the CIC for their feedback on the CBD Streetscape & Utility Improvement Design Update. He reports that the Village board met in March and he would like to discuss with the CIC the Village board's recommendations for on-street parking and proposed changes, budget and cost analysis for the project, review the materials that will be used for the project, as well as the trees for the project (see attached report). Engineer Daubert presents a crash analysis to the CIC which the Village used for their parking recommendations (see attached report). There were 26 crashes on Crescent. The angled parking is at 60 and 45 degrees. Crashes were a result of reduced visibility as well as the parking spaces not being long enough. There were 12 parking related crashes on Duane. Angled parking seems to be an issue. The parking options the Village considered were parallel parking, 30 degree angled parking, and 45 degree angled parking.

Engineer Topor presents parking comparisons and options the Village considered and preferred. (See attached report). *Main Street – Hillside to Duane:* the Village preferred the option to retain parallel parking on both sides with a consideration of potentially eliminating parking on west side between Duane and the Apex entrance to add loading/ride share pickup zones. Engineer Daubert asks the CIC what their thoughts are on loading/ride share pickup zones. Chairman Lane states that you can designate loading zones during the day and have that area converted to parking spaces for the evening. Commissioner Cattero adds maybe we can add an Uber drop off zone by Einstein Bagels. Engineer Daubert asks the CIC to further think about these options. *Main Street – (Crescent to Pennsylvania):* the Village preferred to retain 45 degree angled parking on east side and retain parallel parking on west side. Engineer Daubert adds the board did not want to give up too much parking. We would gain 6 additional spaces. *Crescent – (Main to*

Forest): The Village preferred 45 degree angled parking east of the bend; convert 60 degree parking to 45 degree angled parking between Main Street and bend. Engineer Daubert adds with respect to Federal Aid Routes if we want to maintain or create angled parking, IDOT has to approve it after they review crash data. The goal here is we want to create safe streets and the village wants to save as many parking spaces as we can. *Pennsylvania Ave – (Main to Forest)*: The Village preferred to convert all sections of diagonal parking to parallel parking, widen sidewalks on both sides and eliminate flashing beacon.

Engineer Topor presents the budget and preliminary estimate of the project (see attached report) The project will total 21 million, 7 million in utility work and 14 million for the project subtotal (Capital, Sewer and Water). Public Works Director Hansen adds we have been budgeting and planning for this project for quite some time. This needs to be done.

Engineer Topor presents Sidewalk and Crosswalk material options (see attached report). He reports that the Village prefers stamped concrete in walking zones of sidewalk; Plain broom finished concrete outside the walking zone and stamped colored concrete in crosswalks. Director Hansen adds concrete crosswalks hold up very well. This is a very good option and stamped concrete on all these walking surfaces makes sense and seems to be the best solution. Engineer Daubert asks the CIC their thoughts on the materials. Commissioner Szymanski asks if we are going to explore solar sidewalks in order to be greener. Engineer Daubert adds we are going to look into that. Engineer Daubert adds we will mock up certain patterns and colors to see what will be best for Glen Ellyn. We will choose patterns that are smoother and how we orientate it will make a difference.

Trees - Director Hansen reports that there are 112 trees in the downtown area and an additional 40 that need to be planted in bare areas. We have about 40 trees that need to be removed due to poor condition and another 20 that need to be removed for utility work. The arboretum suggests tree diversity, which Glen Ellyn does not have. To have diversity we want 10% of one species. We want to look to plant trees for the future. If we remove all the trees and we start over we could have a larger tree canopy. We would like to start from scratch. We are going to put together a plan for the Village to include all these points. Engineer Daubert asks the CIC their thoughts on taking out all trees and starting from scratch. The CIC is in favor of removing the trees and starting over. They would like more mature trees put back in. Director Hansen will touch base with the arboretum on this. He also adds trees would be removed based on where the project is.

Engineer Daubert adds we will continue to work with Civiltech to get the project moving. Utility work is anticipated to begin next year.

E. TRUSTEE'S REPORT – Trustee Kenwood reports that Village had a workshop on the parking garage and it will be a 5 story building with 281 parking spots. Some of the parking will go to the village during business hours and some will go to commuters. This will free up parking behind the fire station. The Apex project is moving forward and will come before the board again in April. The board approved Raising Cane's and Buona Beef is currently under construction.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Director Hansen reports that we are renovating the Churchill Forest building to turn it into a salt storage. Once completed we will be able to store 1500 tons of salt. The original Horse Trough is being sent to Iowa where a bronze replica will be made. The original Horse Trough will be displayed in front of the Civic Center. The bronze replica location is yet to be determined. The Village has the final say as to where it will go.

H. PROJECT REPORT – *March 8, 2019 Monthly Construction Report* (see attached report) Engineer Daubert reports that the Train Station/Pedestrian Tunnel project team is wrapping up grant applications for CMAP's call for projects for the STP Shared Fund and Congestion Mitigation and Air Quality Improvement Programs. We have a detailed narrative of what we need and what our concerns are. The Village Board approved staff's strategy of requesting funding for 80% of eligible project costs, except for Phase II Engineering. We are asking for \$14.6 million. We are also working on getting a press release out on this project.

Adjournment – A motion to adjourn the meeting was made by Commissioner Biggam and Commissioner Szymanski seconded the motion. The meeting was adjourned at 9:25 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer

**Capital Improvements Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 04/09/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Presentation

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3914)

DOC ID: 3914

Glen Ellyn Metra Station STP Shared Fund Bonus Points Presentation

Please see the attached memorandum and materials concerning the Metra Station STP Shared Fund Bonus Points Presentation.

ATTACHMENTS:

- April 2019 Meeting Memo On Train Station STP Shared Bonus Points Presentation (PDF)
- Project Narrative for CMAQ STP Shared Application (PDF)
- Attachment A. Detailed_Estimate_of_Costs-GlenEllyn (PDF)
- Project Milestone Schedule (PDF)
- DuPage Bonus Points Applications (PDF)
- NWMC Bonus Points Applications (PDF)
- Glen Ellyn Metra Station STP Shared Application Presentation NWMC (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: April 5, 2019

RE: April 9, 2019 Meeting of the CIC
Train Station Presentation for STP Shared Fund Bonus Points

Introduction and Background

CMAQ and STP Shared Grants Submitted

Staff and CDM Smith successfully submitted the CMAQ and STP Shared Fund Grant Applications for the Metra Train Station Reconstruction and Accessibility project by the March 15, 2019 deadline. The project narrative, cost estimate, and milestone schedule included as part of the grant application are attached for the CIC's reference. As noted previously, the project applications will be evaluated by CMAP as outlined in the respective grant application packets previously provided to the commission.

[Listing of all projects which have applied for CMAP's CMAQ, TAP-L, and STP Shared Fund Programs \(click here for the list, Glen Ellyn's station is on bottom of page 15 of the document\).](#)

Pursuit of STP Shared Fund Bonus Points

For the STP Shared Fund Grant Application, the project will be able to score up to 100 points within CMAP's evaluation criteria; however, each project can also apply for and secure bonus points from its Subregional Council and any other Councils willing to grant bonus points to projects outside of their Geographic boundaries. The Chicagoland Metropolitan Area consists of [11 Councils \(click here for a map\)](#) with Glen Ellyn being within the DuPage Council. Each Subregional Council has 25 points which it can grant to projects; however, each Council can only grant up to 15 of its points to one project. Each project can receive up to 25 bonus points.

DMMC Bonus Point Application and Presentation

Glen Ellyn has applied for the DuPage Council Bonus Points and will be giving a 5 minute oral presentation on April 11, 2019 at the DMMC Transportation Technical Committee Meeting at the Lisle Village Hall (925 Burlington Avenue, Lisle, IL, 60532).

Following the presentations, each member community will be given 5 points to vote on the

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submitted projects. Based on the votes cast for each project, the Transportation Technical Committee will make a recommendation to the DMMC Board to grant 15 points to the top scoring project (the max Councils can grant to one project) and either 10 points to the second project or 5 points to the 2nd project and 5 points to the 3rd project. The DMMC Board will ultimately make the determination as to how the group's points should be distributed. However, it has approved the Transportation Technical Committee's methodology of presenting and voting on projects and will likely support the Committee's recommendation.

Projects that have applied for the DuPage Council Bonus Points Include:

1. North Aurora Road Underpass- Project Sponsor: Naperville
2. Fabyan Parkway Roadway Improvements- Project Sponsor: DuPage County
3. Naperville Road- Project Sponsor: DuPage County
4. IL 53- Butterfield to Park- Project Sponsor: DuPage County
5. IL 53- North Ave to St. Charles Road- Project Sponsor: Lombard
6. IL 390 Ramp Extension- Project Sponsor: Hanover Park
7. Glen Ellyn Metra Station- Project Sponsor: Glen Ellyn
8. Elmhurst Metra Station- Project Sponsor: Elmhurst
9. 143rd Street Extension- Project Sponsor: Plainfield
10. Rand-Central-Mount Prospect Road Intersections- Project Sponsor: Mount Prospect

The DMMC Applications are attached for your reference.

Presentation made to NWMC on 4/5/2019

As noted previously, Subregional Councils can grant their bonus points to any eligible projects. However, some Councils have chosen to only consider projects within their geographic limits. In the case of Northwest Municipal Conference (NWMC), they were very open-minded and accepted applications for their bonus points regardless of a project's geographic location. As such, Glen Ellyn Staff prepared an application and gave a 5-minute PowerPoint presentation to the NWMC on April 5, 2019 in pursuit of their support (bonus points) for the project. Eight projects applied for NWMC Bonus Points including:

1. IL-390 Ramp Extension to County Farm Road (Hanover Park)
2. Irving Park Road at Bartlett Road (Streamwood)

3. Deerfield Road Corridor Project (Lake County)
4. Rand-Central-Mount Prospect Intersection (Mount Prospect)
5. Harlem Avenue Multimodal Bridge Replacement (Oak Park)
6. US Route 14 Underpass at CN Railway (Barrington)
7. Glen Ellyn Metra Station
8. Elmhurst Metra Station

The NWMC Applications are attached for the CIC's reference.

Action Requested by the CIC

DMMC has emphasized that it will hold a hard 5-minute timeframe for the Bonus Points Presentations and is not allowing any presentation technology to be utilized. Staff will give its 5-minute presentation to the CIC at the April 9, 2019 Meeting to solicit input and ensure it is appropriately prepared to give this important presentation to the DMMC Transportation Technical Committee on April 11, 2019. You may refer to the PowerPoint Presentation made to NWMC which outlines some of the main points. This presentation can be made in 5-minutes such that it is abbreviated.

Attachments

1. Project Narrative for CMAQ/STP
2. Project Cost Estimate
3. Project Milestone Schedule
4. DuPage Council Bonus Points Applications
5. NWMC Council Bonus Points Applications
6. PowerPoint Presentation made to NWMC

Project Introduction and Background

The Village of Glen Ellyn is proposing to replace the existing Union Pacific West (UP-W) Metra commuter station, located in downtown Glen Ellyn. The existing station depot, built in the 1960s, is nearing the end of its lifespan and does not meet the fundamental needs of the community in terms of ADA Accessibility, Pedestrian Safety, and Ridership Capacity.

The Glen Ellyn Metra Station is the 2nd busiest stop on the Union Pacific West line and the 14th busiest within Metra's network of 236 stations. The Glen Ellyn Station has over 1,730 weekday boardings and is undersized for its current ridership. The proposed project would increase capacity by 116%, thereby accommodating current ridership with room for anticipated growth.

While of particular importance to the community's 27,450 residents, downtown Glen Ellyn is a popular destination which offers many opportunities and amenities. The downtown is home to many small businesses, shops, and restaurants which not only offer retail and dining experiences, but also employ a diverse population. Similar opportunities are provided along the Village's Roosevelt Road and Stacy's Corners retail and commercial areas which can be readily accessed from the station via Pace Bus Route 715.

In addition to its downtown amenities, Glen Ellyn is home to the College of DuPage which is the second largest provider of undergraduate education in Illinois. Access to the College from the station is directly available via Pace Bus Route 715.

It is also worthwhile mentioning that the College of DuPage and Village of Glen Ellyn are in the midst of constructing Innovation DuPage. This cutting edge facility will be located in the downtown Glen Ellyn Civic Center, located approximately 600 feet southwest of the Metra Station. Innovation DuPage will ultimately serve as a business incubator and accelerator space which will provide small businesses with the necessary resources to thrive. Ready access to transit was a key factor in situating the facility in downtown Glen Ellyn.

Project Support of ON TO 2050 Plan

Located in a transit supportive area with diverse land use mix and increased density, the proposed project directly supports CMAP's ON TO 2050 Plan Principles of Inclusive Growth, Resilience, and Prioritized Investment. Moreover, the Village feels that the project supports ON TO 2050 Initiatives and Indicators as they relate to Population and Jobs in Highly Walkable Areas, Greenhouse Gas Emissions, and Transit Asset State of Good Repair.

Project Improvements

The proposed \$20MM project includes a number of building and site improvements to address concerns of the Village of Glen Ellyn, the public, and various project stakeholders. These concerns include station condition and capacity, ADA accessibility, safety, pedestrian access, drop-off and pick-up facilities, and bicycle accommodations. The list below details the improvements and benefits of the project (see Attachment K):

- Achieves air emissions reductions by modernizing the transit station to accommodate the ridership constraints of the current station while planning for anticipated increased future ridership;

- Increases bicycle and pedestrian access to the station by providing a new ADA compliant pedestrian underpass, additional bicycle parking, and an improved sidewalk network with more direct access to the station platforms;
- Expands bicycle parking from the existing 92 spaces to the proposed 200 spaces based on survey data from community while also increasing access to the 61-mile long multi-use Illinois Prairie Path located immediately adjacent to the station;
- Provides several ADA Accessibility Improvements including:
 - o Designated ADA Drop-Off and Pick-Up Areas on either side of the tracks
 - o ADA Accessible Washrooms
 - o ADA Compliant Walking Surfaces Including Accessible Ramps, Sidewalks and Pedestrian Underpass
 - o ADA Compliant Doorways
- Improves safety and access to transit by adding crosswalks and curb cuts to the parking areas west of the stations and provides a connection to access the Illinois Prairie Path.
- Relieves congestion and reduces vehicle-pedestrian conflicts;
- Improves PACE bus service by increasing accessibility to the drop-off and pick-up area;
- Supports transit supportive land uses in the surrounding neighborhood;

Importance of Accessibility and Safety Improvements

Prior to September of 2005, a mid-block surface pedestrian crossing of the UP-West Line was in place at the station. The surface crossing allowed commuters to more readily access the inbound platform from the opposite side of the tracks where parking and pedestrian facilities are located. Due to safety concerns and 2 fatalities near the station, Union Pacific Railroad removed the surface crossings in September of 2005, thereby forcing pedestrians to cross the tracks at Main Street and Park Boulevard, both of which are located approximately 500 feet from the station.

Unfortunately, this current arrangement poses an equal, if not greater, safety issue which was highlighted during the Phase I Public Involvement Process for the project (see Attachment L) as riders must traverse the parking lot, then twelve 2-inch gaps in the rail lines while crossing the triple tracked UP line. This was posed not only as a safety issue but an ADA accessibility issue to the station. As part of the outreach process, the Visually Impaired have indicated their terror of hearing crossing signals sound and gates closing while having to cross multiple tracks with large gaps and the potential for getting stuck or tripping.

This safety concern of the Village's is growing, particularly as Union Pacific Railroad is increasing the frequency at which it switches the inbound and outbound platform functions to accommodate freight traffic. Commuters often receive little notice and must scramble to cross the tracks to get to the appropriate platform. Compounding the matter, stopped freight trains block the surface crossings on a more frequent basis and commuters have been observed climbing between coupled train cars to cross the tracks.

The project would ultimately address these concerns by providing a grade-separated pedestrian underpass of the UP-West Line for the benefit of commuters and the general public. This will not only improve safety by eliminating train and pedestrian conflicts but also by reducing pedestrian and vehicular conflicts the public currently faces on Main Street and Park Boulevard.

Expanding and Modernizing the Station-Achieving Air Emissions Reductions

The project proposes to modernize the station and accommodate increased ridership, aligning with the regional priority outlined in CMAP's ON TO 2050 Plan of maintaining and modernizing existing infrastructure. The existing depot is undersized for the current ridership where in 2016, ridership was 1,734 for daily weekday boardings. Per Metra requirements, the depot should be 2,804 square feet based on the current ridership data. However, the existing depot only provides 1,850 square feet. The proposed inbound structures would add 2,150 square feet for a total of 4,000 square feet, which is 116% larger than the existing depot. The proposed depot will also provide better amenities, including building code compliant and up to date heating/ventilation/air-conditioning/electrical/plumbing systems and ADA-complaint washrooms which will also promote ridership growth. Additional ridership capacity will also be provided by inbound and outbound warming shelters. The table below summarizes the projected increased ridership and emissions reductions due to the project improvements.

Achieving Air Emissions Reductions	
New one-way riders	538
Percent of new riders arriving by automobile	77%
Average length of trip	23.6 Miles
Other:	Increases available bike parking by 108 spaces. Connects parking lot to inbound Metra station through a new pedestrian tunnel. Decreases congestion in parking lot and for PACE bus. Project reconfigures parking lot that reduces congestion and conflicts, provides accessible boarding and alighting area for PACE bus so PACE is not caught in congestion.

ADA and Multimodal Accessibility

In addition to the benefits of expanded capacity, accommodating for increased ridership, improving asset condition, and encouraging transit supportive-land uses, this project provides numerous multimodal benefits for pedestrians, bicyclists, and PACE bus riders. According to an extensive public outreach survey for the project which asked residents which mode they used to access the station, over 22% biked to the station and over 76% walked to the station. This project increases bike parking capacity by 117%, providing 108 new bike parking spaces. Currently, the bike parking at the transit station is often fully utilized, reinforcing the need for additional bike capacity. Additionally, there is an existing bike path south of the station, the 61-mile multi-use Illinois Prairie Path, which further reinforces that supporting bicycle activity to the station is of great importance. The project would also increase accessibility by providing new crosswalks to connect the station to the Central Business District at Crescent Boulevard as well as to the Illinois Prairie Path on the south side of the UP-West Line.

This project proposes a new pedestrian underpass with ADA-accessible ramps to provide a safer and more accessible alternative for pedestrians than the existing surface crossings of the UP-West Line. This underpass is proposed to be located immediately west of the station, in close proximity

to all of the parking lots and ADA compliant parking spaces and drop-off areas. The project will also provide two ADA compliant drop-off and pick-up areas.

Additionally, the project improves PACE bus connections from the Metra station. Currently, PACE buses drop off passengers north of the station, where riders must navigate a sub-standard sidewalk and steep ramp to access the Metra station. The project proposes to open the accessibility of the station to fronting Crescent Boulevard by creating a very functional and aesthetically pleasing plaza area which will be level with the street. This project also proposes new access to the drop-off and pick-up boarding and alighting area for PACE, improving multimodal transit connectivity.

The table below summarize the above section of the narrative in tabular form.

ADA and Multimodal Accessibility	
Bicycle facilities	Expands bicycle parking facilities from 92 to 200 spaces
Transit accessibility for non-motorized users and improving connectivity	The station is adjacent to the Illinois Prairie Path and the project provides additional pedestrian crosswalks
Transit accessibility for non-motorized users	The project provides a new pedestrian underpass to access the platform
ADA accessibility	The project provides new ADA accessible ramps to the pedestrian tunnel and two dedicated ADA drop-off areas
Improved Mobility	The project reconfigures the drop off area in the parking lot to reduce congestion.
Improved safety elements	Currently, riders must cross over at-grade crossings located 500 feet on either end of the station to access the inbound platform and station. This poses a safety issue which was highlighted during Phase I Public Involvement Process as riders must traverse the parking lot, then twelve 2-inch gaps in the rail lines while crossing the triple tracked UP line. Trains routinely travel 50 mph over this segment. This was posed not only as a safety issue but an ADA accessibility issue to the station.
PACE Bus	The project proposes new access to the drop-off and pick-up boarding and alighting area for PACE, and reduces conflicts and congestion between busses, vehicles, and pedestrians.

Project Support and Local Financial Commitment

This transit station project to design and construct a new train station and pedestrian tunnel has been a priority of the Village and its residents for nearly two decades. This project was included within the Village's 2001 Comprehensive Plan and will again be reflected in the Village's ongoing 2019 Update to the Comprehensive Plan. In 2009, the Village's Downtown Strategic Plan identified the project as a critical component to providing a more vibrant downtown (see Attachment D). In addition, incorporation of a grade-separated pedestrian crossing of the UP-West Line in downtown Glen Ellyn was also one of the subjects of a feasibility study the Village completed in 2014.

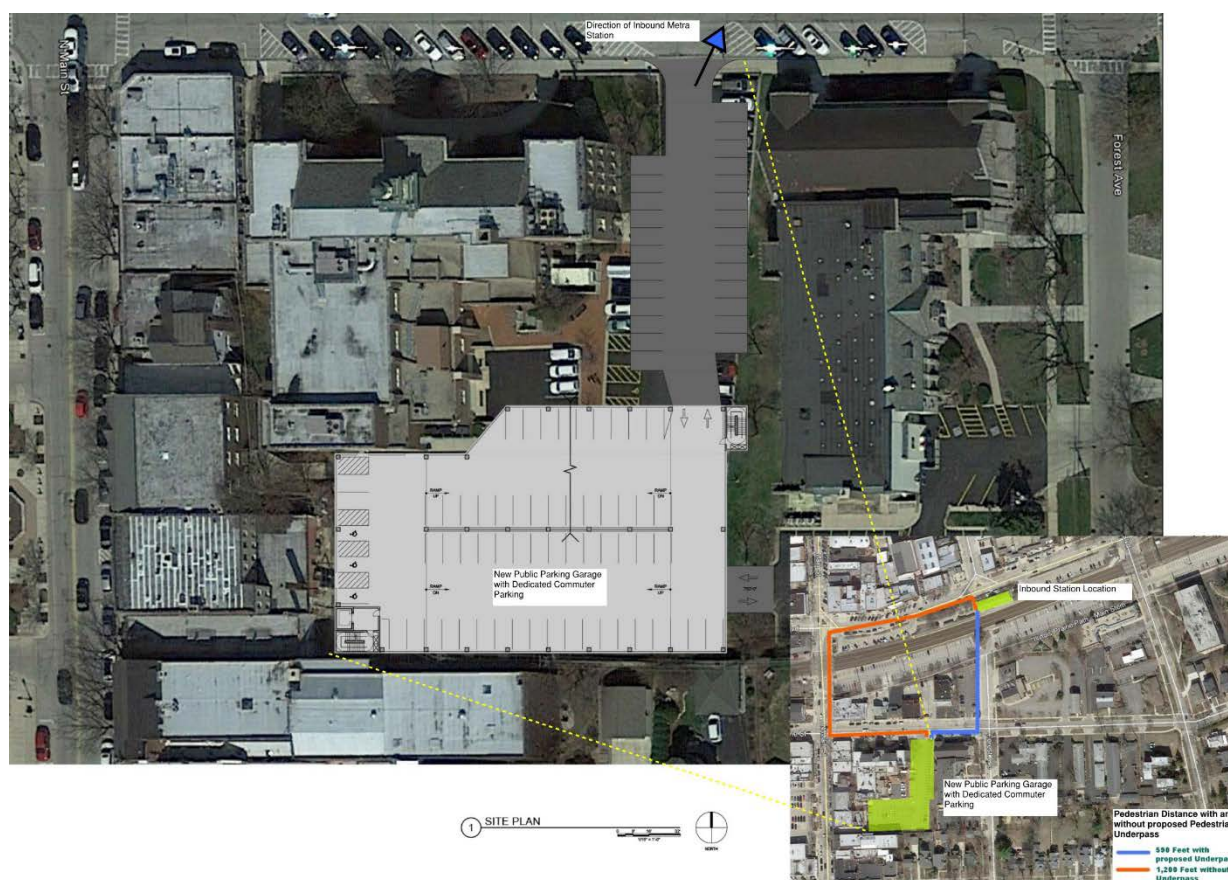
In 2017, the Village demonstrated local commitment to this project by fully funding a \$250K study of alternatives and Phase I Engineering of the project based on the preferred alternative. The

Village undertook the study to evaluate the Metra station due to concerns about the age and condition of the station, ADA and station/site access concerns, and the station's limited capacity for current and increased riders based on current projections and new TOD development and Village policies.

The Village is fully committed to providing local match for any federal grants received and is committed to fully funding Phase II of the project, estimated at \$2MM, to accelerate project delivery.

The Village has not only demonstrated its dedication through local funding commitments to leverage grant opportunities but has also taken on projects that are currently under contract that will support this project and future transit and TOD growth. The Village is currently under a Design/Build contract for a new ~\$15MM public parking garage at the downtown Glen Ellyn Civic Center and Innovation DuPage space which is located approximately 600 feet southwest of the station. The new parking garage will add approximately 220 parking spaces with a portion thereof dedicated to commuter parking.

With CMAQ and Shared STP funding support for the train station project, the Village would be able to connect the improved parking facility and commuter spaces to the Metra Station via the proposed pedestrian tunnel. The image below depicts the proposed parking garage behind the downtown Glen Ellyn Civic Center.



The Village is also undertaking a comprehensive update and enhancement of the Central Business District infrastructure to support and grow downtown commercial and residential interests for the

next 30 years. This conjunction of major projects offers unprecedented opportunities to achieve a truly synergetic pathway to insuring a viable, vibrant, and opportunistic downtown for the community; all of which is consistent with the ON TO 2050 Principles of Inclusive Growth, Resilience, and Prioritized Investments.

Transportation Impact Criteria

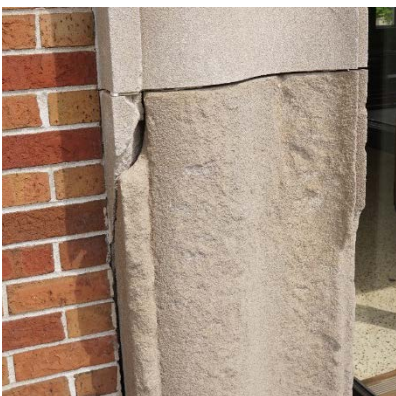
This project proposes to improve several aspects of the transportation system. First and foremost, it will accommodate for increased ridership along one of the most heavily used Metra lines and improve the condition of a station that has gone beyond its useful life. However, the project is not limited to solely improving conditions at the transit station—it provides improvements in a transit supportive area, encouraging increased pedestrian and bicycle activity.

Existing Asset Condition

The overall condition was evaluated at 3 by Metra through the Federal Transit Administration (FTA) required Transit Economic Requirements Model (TERM) scoring. However, as this condition assessment was last done in 2013 (information provided by Metra February 2019) the Phase I evaluation described below demonstrates an increasingly deteriorated asset condition. Below is summary of the component ratings. Additionally, example photos are included for reference.

TERM Scoring (Score and Categories from Metra 2013 Data) and Description of Condition by Village team (2019)		
Category	TERM (1-5) - Metra Average – 2013	Village team notes (2019)
Access	3	- The existing commuter parking lots are primarily located to the south of the site and not readily accessible to the station except for over 1000' of walking distance including the crossing three tracks of trains with high speed traffic and 2" gaps between rails. All ADA parking spaces in the commuter lots do not have sidewalks or protected paths of travel to separate pedestrians from vehicular traffic. - The at-grade pedestrian surface crossing at the station was removed in September of 2005 by Union Pacific Railroad, greatly increasing pedestrian travel distance to the station and platforms. - Bicycle capacity is often fully utilized on site and additional capacity is needed. - The existing station only has direct ramp access from the East of the station to the smallest commuter parking lot.

		- Riders frequently miss the train due to the lack of options for crossing the tracks due to impeding at-grade crossings - There are over 875 commuters and potential commuters waiting for Village of Glen Ellyn commuter parking.
Building	3	- Exterior limestone has cracked and worn down through salt exposure and age. - Exterior brick masonry is cracking, and grout is missing due to salting and age/weathering. - There is only one public restroom it is not compliant with current standards. - The building has existing electrical and other utility services from the 1960's that are beyond their useful life expectancy. - Depot waiting room floor is cracked. - The building windows are original to the station and are at the end of their useful life. - Exposed building columns are rusting - Stair handrails are rusting and have completed disconnected in locations. - Drainage piping is cracked.
Platform	3	- The platform is cracking through the asphalt and the tactile warnings are delaminating and cracking. - Instead of warming shelters only two lean-tos are provided, not offering protection from cold and wind.
Special Features (Retaining Wall)	3	- Existing retaining wall at north of the station has significant cracking of the concrete walk surface creating tripping hazards and continues to degrade. - Brick masonry shows signs of water infiltration and damage.



Exterior limestone details



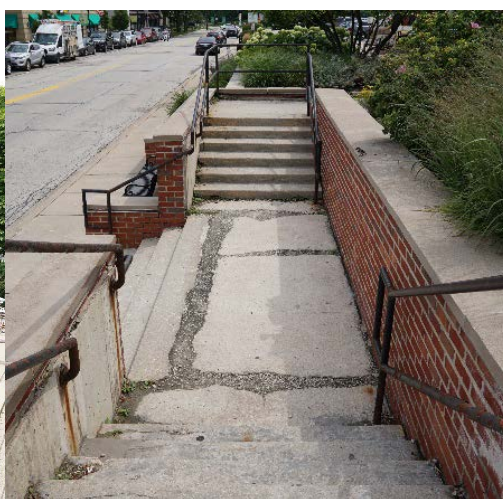
Rusting concrete column and drainage Pipe



Cracked Tactile Warnings along platform edge



Lean-to at platform, existing bike parking



Existing retaining wall and stairs to the station



Path of travel for ADA and riders from commuter lots

Increased Ridership and Transit Oriented Development

Per Metra's modeling, the 20-year boarding projection is growing from 1,734 to 1,890 for daily weekdays (9% growth). However, this does not consider transit-oriented development and new parking garage projects proposed near the station. The Village ultimately seeks to have 400 additional residential units within its downtown Central Business District with 3 particularly opportune development sites.

Current development projects which will increase ridership to the Metra station includes APEX 400, a recently approved five-story mixed-use apartment and retail complex with a two-story parking garage which will be under construction in Summer 2019 (see image at the end of this section). The building will have 107 apartment units and 8,800 square feet of retail space. This development is located approximately 1,000 feet southwest of the Metra station at the northwest corner of Main Street and Hillside Avenue with the proposed train station pedestrian tunnel providing improved access to transit.

The aforementioned development is just one of several transit oriented developments within walking distance to the Metra station. In addition, other development projects are being proposed

including a 48-unit apartment complex known as Avere, which would be located across from the Glen Ellyn Library approximately 1,700 feet southwest of the station. The project is gaining momentum as it is currently working through the early stages of the planning, design, and entitlement process. Other multi-family developments, in the form of townhomes, are being contemplated in near proximity to the downtown Metra Station.



APEX 400 – Approved Mixed Use Development

Transit Supportive Land Use

The Village of Glen Ellyn has several zoning districts within one-half mile of the project that supports increased density, innovative parking requirements, mixed use zoning, and pedestrian access (see Attachments G, H, and F). Districts of note within a half mile of the transit station, include: C5A and C5B (Central Business District), R4 (multi-family), R2 (single family), and CR (conservation recreation) (see Attachment E).

Permitted Densities

The land uses around the Glen Ellyn Metra station is transit supportive, allowing for increased density. Within the CBD Zoning Districts (C5A and C5B both immediately surround the train station), there are no limitations on residential density (except as limited by height). Height limitations are 45 feet in C5A and 50 feet in C5B. However height deviations have been granted such as for the aforementioned APEX 400 development for which parapet and building heights of 65 feet and 58 feet were allowed.

Innovative Parking Requirements

The Village has also worked to enact innovative parking requirements around the station area, where parking is not required for residential or commercial uses in the CBD, and allowing for reduced parking requirements in some cases for both existing and proposed uses (see Attachment H). The Village also allows for off-site and shared parking in the CBD, where two or more property owners can join to provide required parking within 300 feet of the buildings (see Attachment G).

Mixed-Use Zoning Strategies within ½ Mile of the Project

The zoning in the downtown area permits vertical mixing of uses, allowing residential units above commercial storefronts in the C5A zoning district and in the C5B zoning district with a special use (see Attachment H). It also allows for pedestrian friendly land uses in the CBD, including limiting car-dependent land uses, such as drive-throughs, which requires a special use.

TRANSPORTATION IMPACT CRITERIA	
Increased Ridership	538 new one-way riders
Asset condition	Phase I study indicates the station has outlasted its usefulness and needs modernization and expansion. The current station lacks capacity for existing ridership.
Transit Supportive Land Use	
Permitted Density	Transit Supportive: No limitations on residential densities in the CBD (except as limited by height). Height limitations are 45 feet in C5A and 50 feet in C5B. Height deviations have been approved to allow for greater building heights.
Innovative parking	Reduced minimum parking; allows shared parking; allows off-site parking; encourages parking below ground or behind buildings.
Mixed-Use Zoning around Station	Zoning allows vertical mixing of uses; encourages pedestrian-friendly land uses; and excludes auto-oriented land uses by requiring special use permits.

Regional Priorities-Supporting ON TO 2050 Goals

As outlined above, the Village of Glen Ellyn has enacted zoning and urban design in the area around the station to be supportive of transit. In fact, the Village recently passed a robust Complete Streets Policy to improve access to transit and mobility for all users (see Attachment B). This project will improve transit supportive urban design by increasing access and safety for non-motorized users.

Closing Statement by the Village's Professional Team

In closing, the Village of Glen Ellyn stands committed to making the Glen Ellyn Metra Train Station and Pedestrian Tunnel Project a reality for the Community and General Public. The Village's team of Administration, Finance, and Engineering Professionals stand ready to advance this project to construction. The team's recent success with the construction of a grade-separated pedestrian crossing of the UP-West Line at Taylor Avenue further demonstrates its commitment, ability, and readiness to make this project a reality.

DETAILED ESTIMATE OF COSTS

Project Title: Glen Ellyn Metra Station					
Item	Description	Unit	Quantity	Unit Price	Total
	Station Improvements				
1	DEMOLITION	LSUM	1	\$160,200	\$160,200
2	STAGING	LSUM	1	\$213,600	\$213,600
3	TEMPORARY STATION	LSUM	1	\$256,320	\$256,320
4	INBOUND DEPOT SHELL	SQ FT	4,400	\$460	\$2,024,000
5	INBOUND DEPOT CORE	SQ FT	4,400	\$214	\$941,600
6	INBOUND DEPOT M/E/P	SQ FT	4,400	\$107	\$470,800
7	INBOUND WARMING SHELTER SHELL	SQ FT	500	\$348	\$174,000
8	INBOUND WARMING SHELTER M/E/P	SQ FT	500	\$67	\$33,500
9	OUTBOUND WARMING SHELTER SHELL	SQ FT	500	\$348	\$174,000
10	OUTBOUND WARMING SHELTER M/E/P	SQ FT	500	\$67	\$33,500
11	INBOUND DEPOT CANOPY	SQ FT	4,300	\$134	\$576,200
12	INBOUND RAMP CANOPY	SQ FT	4,700	\$134	\$629,800
13	OUTBOUND RAMP CANOPY	SQ FT	5,500	\$134	\$737,000
14	SERVICE UTILITIES	LSUM	1	\$106,800	\$106,800
15	PLATFORMS	LFT	1,144	\$1,389	\$2,005,716
16	UNDERPASS PUSH TUBE (14' DIA)	FOOT	58	\$51,585	\$2,991,930
17	UNDERPASS FINISH	FOOT	58	\$12,870	\$746,460
18	RETAINING WALLS (15 FT)	FOOT	561	\$492	\$276,012
19	RETAINING WALLS (10 FT)	FOOT	433	\$588	\$254,604
20	RAMPS	SQFT	4,073	\$36	\$146,628
21	STAIRS	SQFT	1,815	\$36	\$65,340
22	GENERAL CONDITIONS	LSUM	1	\$534,000	\$534,000
	Site Improvements				
23	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)	SQ YD	14,084	\$54	\$760,518
24	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	14,084	\$18	\$253,506
25	EARTH EXCAVATION (PAVEMENT AREAS)	CU YD	9,389	\$107	\$1,004,623
26	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	6,151	\$33	\$202,983
27	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	37,552	\$9	\$337,968

Attachment: Attachment A. Detailed Estimate of Costs-GlenEllyn (3914 : Glen Ellyn Metra Station STP Shared Fund Bonus Points

28	LANDSCAPING (SOD/MISC)	SQ YD	1,412	\$38	\$53,656
29	BICYCLE RACKS	EACH	200	\$1,602	\$320,400
30	PAVEMENT MARKINGS	LSUM	1	\$53,400	\$53,400
31	DRAINAGE CATCHBASIN	EACH	25	\$3,204	\$80,100
32	DRAINAGE MANHOLE	EACH	3	\$2,831	\$8,493
33	DRAINAGE PIPE	FOOT	560	\$70	\$39,200
34	MOBILIZATION	LSUM	1	\$155,743	\$155,743
35	TEMPORARY EROSION AND SEDIMENT CONTROL	LSUM	1	\$31,149	\$31,149
36	MAINTENANCE OF TRAFFIC	LSUM	1	\$155,743	\$155,743
37	CLEARING	LSUM	1	\$31,149	\$31,149
38	SIGNAGE	LSUM	1	\$31,149	\$31,149
39	GENERAL CONDITIONS	LSUM	1	\$46,723	\$46,723
TOTAL COST OF ITEMS:					\$17,011,008

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE

Cost Summary, including professional services and other costs					
Item	Description				Total
1	PHASE II ENGINEERING				\$2,000,000
2	CONSTRUCTION				\$17,011,008
3	CONSTRUCTION ENGINEERING				\$1,000,000
TOTAL COST:					\$20,011,008

PROJECT MILESTONE SCHEDULE

Municipality: Village of Glen Ellyn
 Project: Glen Ellyn Metra Station
 Scope of Work: Station, Platforms, Site Improvements
 TIP #: _____
 TIP Years (Ph II / Const): _____
 Section #: 18-00082-00-MS
 Last Constr & E3 Cost (date _____): \$ _____
 Current Constr & E3 Cost (date: _____): \$ _____

Contact Information

Municipality	Rich Daubert - 630.547.5507
Council/Liaison	Kevin Peralta - 630.571.0480
Consultant	Benjamin Harber - 312.780.7886
IDOT	Marilyn Solomon- 847.705.4407

Date Prepared: 4/4/2018

Date Revised: _____

Projected Dates

1. Project Scoping
2. IDOT Phase I Kick-off Meeting
3. 1st State/Federal Coordination Meeting
4. Categorical Exclusion Concurrence
5. Design Variance Concurrence
6. Submit Draft Phase I Report (PDR) to IDOT (a)
7. Public Hearing/Meeting (or N/A)
8. Right-of-Way Kick-off Meeting (or N/A)
9. Submit Final Phase I Report (PDR) to IDOT (b)
10. Submit Phase II Engr. Agreem't to IDOT (or N/A)
- 11. Phase I Design Approval**
12. ROW Aquisition Initiation (or N/A) (c)
13. Phase II Engr. Agreement Approval (or N/A)
14. Submit Pre-Final Plans and Estimates (d)
15. Submit Phase III Engr. Agreement to IDOT
16. Submit Final Plans, Specs & Estimates (PS&E) (e)
17. ROW Acquisition Complete
- 18. Construction Letting**

Initial Est.	Kick-Off	Revised/Actual	Notes
	4/24/2017	4/24/2017	
	4/4/2018	4/4/2018	
	5/15/2018	5/15/2018	
	5/15/2018	5/15/2018	
	8/15/2019		One Level One design variance being requested for on-street angled parking.
	5/15/2019		
	4/15/2019		Final public meeting in mid-April. Initial meeting and an online survey complet
	NA		
	9/15/2019		
	12/15/2019		
	12/15/2019		
	NA		
	3/15/2020		
	1/15/2021		
	3/15/2022		
	3/15/2022		
	NA		
	3/15/2023		

Notes:

- (a) 3 to 6 month review required per complexity and submittal quality
 (b) 1 to 3 month review
 (c) Minimum 9 to 18 months required from plats to acquisition
 (d) 1 to 4 month review
 (e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' **Mechanics of Project Management**
 "Federal Aid Project Initiation to Completion" Flow Chart for
 sequence of events and estimated review times.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: North Aurora Road Underpass **Project Sponsor:** City of Naperville
Partner Sponsors (if applicable): City of Aurora and Naperville Township Road District
Contact Person: Andy Hynes **Contact Email:** hynesa@naperville.il.us
Estimated Start of Construction Date (Month, Year): March 2021 (Nov 2020 Letting)
Estimated Completion of Construction Date (Month, Year): November 2022

Project Description: North Aurora Road is an arterial roadway and designated truck route that currently serves 21,000 vehicles per day. It provides a primary connection between the 347,000 residents of Aurora and Naperville (the second and fourth largest cities in the State of Illinois, respectively) and is the north access to the Route 59 Metra Station (busiest suburban station in Metra's entire system). CMAP's 2050 projected traffic on this corridor is 38,700 vehicles per day (84% increase).

The City of Naperville, City of Aurora and the Naperville Township Road District are working in partnership on the reconstruction of the existing, 107 year old, railroad structure over North Aurora Road at the Canadian National / Wisconsin Central Railroad. The project scope also includes the widening and reconstruction of the 0.42 mile segment of North Aurora Road from Pennsbury Lane to Frontenac Road under the railroad structure. The improvement will address many deficiencies with the existing bridge structure:

- Improving traffic flow and increasing roadway capacity to meet future demand by eliminating the only remaining two-lane section on a ten-mile-long, regional, five lane arterial corridor that extends from Ogden Avenue (US 34) to Orchard Road.
- Installing bicycle and pedestrian facilities that will provide connectivity to the adjacent Route 59 Metra Station to the east and match into the existing sidewalk system to the west. The existing underpass has no active transportation accommodations.
- Increasing safety with turn lane channelization and roadway lighting.
- Eliminating periodic road closures due to flooding and improving drainage during large rain events by adding a pump station and stormwater detention.
- Improving truck access by bringing the vertical clearance up to current standards.
- Providing a structure designed to meet current railroad loading and traffic conditions.

Impact on DuPage County. As described above, the project will eliminate an existing bottleneck on an arterial roadway that serves regional, truck and general traffic. It will also implement a component of the DuPage County Regional Bikeway Plan and increase active transportation access to the Route 59 Metra train station.

Sponsor Commitment. The City of Naperville, City of Aurora and the Naperville Township Road District have made significant investments (split equally) in the preliminary engineering, detailed engineering, and land acquisition elements of the project over the past decade. Design engineering is in progress (60% plans complete). ICC Crossing Safety Improvement funds have been committed to construction and are included in their program. The underpass improvements have also been included in the City of Naperville's Capital Improvement Program. Through the public involvement process, residents, commuters, and adjacent businesses have been supportive of the proposed improvements.

**Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference**

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching a new program, the STP Shared Fund, with the first call for proposals in January 2019. Applications to this program will be scored by CMAP on a 100-point scale broken into three categories: up to 25 points for Project Readiness, up to 50 points for Transportation Impact, and up to 25 points for Planning Factors. In addition, each Council of Mayors can allocate a total of 25 bonus points (no more than 15 for a single project) towards applications. More information on CMAP scoring can be found here:

<https://bit.ly/2TC29Cd>

Eligibility: A project sponsor can request bonus points for any project partially or wholly located in DuPage County, or in an adjacent area if the project demonstrates transportation benefits to DuPage County. To qualify for a project not located in DuPage County, the project must be located within a Council of Mayors territory that borders DuPage County.

Instructions: To be considered to receive bonus points by DMMC, fill out this form and submit no later than March 15, 2019 at 4:00 PM. To submit, email a PDF copy of this form to dknickelbein@dmmc-cog.org. The application form can be found on the next page, and applicants are limited to one-page, 12-point font, Times New Roman. Applications that do not meet these requirements, or are received after March 15, 2019 at 4:00 PM, will be ineligible to be awarded bonus points.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: Fabyan Parkway Roadway Improvements (DuPage/Kane County Line to Illinois Route 38)

Project Sponsor: DuPage County Division of Transportation

Partner Sponsors (if applicable):

Contact Person: Dan Nowak

Contact Email: daniel.nowak@dupageco.org

Estimated Start of Construction Date (Month, Year): March, 2024

Estimated Completion of Construction Date (Month, Year): November, 2024

Project Description: Please provide a description of the project scope.

To improve capacity and overall safety of Fabyan Parkway, the project proposes to widen Fabyan Parkway from two (1 in each direction) to four (2 in each direction) through lanes with an 18' wide barrier median and curb and gutter at the outside edge of pavement between the Kane/DuPage County line to the Illinois Route 38 intersection. In addition, the project proposes a 10' wide HMA multi-use path on the south side of Fabyan Parkway between Technology Boulevard / Enterprise Boulevard and McChesney Road, a 10' wide flat shelf behind the proposed back of curb in locations with no proposed path to provide space for a future sidewalk and modernizing the traffic signals at the Technology Boulevard / Enterprise Boulevard intersection.

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

Fabyan Pkwy is a designated Strategic Regional Arterial beginning in Kane County and extending to Illinois 38 where this designation continues eastward along Illinois 38. DuPage County completed a Phase I Engineering study to widen Fabyan to 2 lanes in each direction separated by a barrier median. The critical intersection of Fabyan at Illinois 38 has previously been improved by the County in partnership with IDOT to its ultimate cross section. To the west, in Kane County, Fabyan has already been improved to a 4-lanes divided cross section. In addition to inter-county travel, Fabyan Pkwy serves as a primary access corridor to the 800-acre DuPage Business Center. The interest in this site is growing especially in the manufacturing and distribution sector. The proposed improvements will provide needed capacity and access to support the continued buildout of this site.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support.

The improvement of Fabyan Pkwy is included in the County's Comprehensive Road Improvement Plan and, as noted, a designated Strategic Regional Arterial. Preliminary engineering was previously completed, and the county continues to work with developers for right-of-way donations. City of West Chicago is highly supportive of the improvement for both its transportation benefits and continued economic development. DuPage County is committed to funding the required federal match from available revenue streams.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching a new program, the STP Shared Fund, with the first call for proposals in January 2019. Applications to this program will be scored by CMAP on a 100-point scale broken into three categories: up to 25 points for Project Readiness, up to 50 points for Transportation Impact, and up to 25 points for Planning Factors. In addition, each Council of Mayors can allocate a total of 25 bonus points (no more than 15 for a single project) towards applications. More information on CMAP scoring can be found here: <https://bit.ly/2TC29Cd>

Eligibility: A project sponsor can request bonus points for any project partially or wholly located in DuPage County, or in an adjacent area if the project demonstrates transportation benefits to DuPage County. To qualify for a project not located in DuPage County, the project must be located within a Council of Mayors territory that borders DuPage County.

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**Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference**

Project Information

Project Title: Naperville Road from Diehl Road to Naperville-Wheaton Road / Ridgeland Avenue

Project Sponsor: DuPage County Division of Transportation

Partner Sponsors (if applicable):

Contact Person: Dan Nowak

Contact Email: daniel.nowak@dupageco.org

Estimated Start of Construction Date (Month, Year): March, 2024

Estimated Completion of Construction Date (Month, Year): November, 2024

Project Description: Please provide a description of the project scope.

The project proposes intersection improvements to the Naperville Road intersections with Naperville-Wheaton Road / Ridgeland Avenue and Diehl Road, including additional turn lanes, an additional northbound through lane that terminates at the eastbound I-88 entrance ramp, traffic signal modernization, pavement resurfacing, and ADA improvements.

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

DuPage County and the City of Naperville have partnered on several area improvements to construct new roadways and/or to improve existing roadways due to traffic demand and to facilitate development. This proposed improvement will benefit the 40,000 to 50,000 area motorists that travel through this roadway segment and intersections each day.

Congestion, excessive turning lane queuing, and poor lane positioning of vehicles wishing to access the I-88 interchange frequently occur at the Diehl Rd and Naperville-Wheaton Road / Ridgeland Avenue intersections. The Naperville Road and Diehl Road intersection also averaged 28 crashes annually over the past three years (2016-2018).

Signal modernization, new signal phasing, improved channelization, and added access controls will enhance traffic flow and reduce crashes. Improved sidewalk alignment and channelization at the intersections will also increase pedestrian mobility and ADA accessibility.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support.

DuPage County is committed to this project as evidenced by initiating phase I engineering with only local funds. The project is included in our Comprehensive Road Improvement Program allowing Impact Fees to be leveraged to pay the federal match. Coordination with the City of Naperville has been ongoing and collaborative.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching a new program, the STP Shared Fund, with the first call for proposals in January 2019. Applications to this program will be scored by CMAP on a 100-point scale broken into three categories: up to 25 points for Project Readiness, up to 50 points for Transportation Impact, and up to 25 points for Planning Factors. In addition, each Council of Mayors can allocate a total of 25 bonus points (no more than 15 for a single project) towards applications. More information on CMAP scoring can be found here: <https://bit.ly/2TC29Cd>

Eligibility: A project sponsor can request bonus points for any project partially or wholly located in DuPage County, or in an adjacent area if the project demonstrates transportation benefits to DuPage County. To qualify for a project not located in DuPage County, the project must be located within a Council of Mayors territory that borders DuPage County.

Instructions: To be considered to receive bonus points by DMMC, fill out this form and submit no later than March 15, 2019 at 4:00 PM. To submit, email a PDF copy of this form to dknickelbein@dmmc-cog.org. The application form can be found on the next page, and applicants are limited to one-page, 12-point font, Times New Roman. Applications that do not meet these requirements, or are received after March 15, 2019 at 4:00 PM, will be ineligible to be awarded bonus points.

**Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference**

Project Information

Project Title: Illinois Route 53 from south of Illinois Route 56 (Butterfield Road) to Park Boulevard

Project Sponsor: DuPage County Division of Transportation

Partner Sponsors (if applicable): Illinois Department of Transportation

Contact Person: Dan Nowak **Contact Email:** daniel.nowak@dupageco.org

Estimated Start of Construction Date (Month, Year): March 2022

Estimated Completion of Construction Date (Month, Year): November 2022

Project Description: Please provide a description of the project scope.

To improve capacity and overall safety and minimize future stormwater flooding of Illinois Route 53, the project proposes to widen IL Route 53 from two (1 in each direction) to four (2 in each direction) through lanes with a barrier median and curb and gutter at the outside edge of pavement from south of Illinois Route 56 (Butterfield Road) to Park Boulevard and shift parts of the alignment and raise the profile above the floodplain elevation. In addition, the project proposes a 10' wide shared-use path on the east side of Illinois Route 53 within the project limits, new traffic signals at the Ironwood Drive intersection and modernizing the traffic signals at the Park Boulevard intersection.

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

The proposed improvements along Illinois 53 will compliment programmed improvements along Illinois 56 currently underway by IDOT. The project will 4-lane the single remaining section of 2-lanes on IL 53 in the southern portion of the county. In addition to the transportation benefits, the proposed improvements will address significant recurring flooding that often times closes Illinois 53 for long periods of time; resulting in traffic intrusion into the local neighborhoods. DuPage County and IDOT have already invested significantly in the corridor through the purchase of many flood prone properties. These properties will be available for the proposed roadway realignment. In addition, the 10' shared use path will further extend the East Branch DuPage River Trail. This trail is part of the Regional Greenway Trail Plan and extends the majority length of DuPage County.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support.

IDOT will serve as the implementing authority. They have committed to program and fund the federal match. Through the purchase of flood prone properties, a significant portion of the needed right-of-way has already been secured.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: IL 53 from North of IL 64 to St. Charles Road

Project Sponsor: Village of Lombard

Partner Sponsors (if applicable): IL Department of Transportation, DuPage County Department of Transportation, York Township Highway Department and Lombard Park District

Contact Person: Carl Goldsmith

Contact Email: goldsmithc@villageoflombard.org

Estimated Start of Construction Date (Month, Year): October 2023

Estimated Completion of Construction Date (Month, Year): October 2025

Project Description: Please provide a description of the project scope.

Widening IL 53 from two lanes to four lanes, upgrading intersections to provide turn lanes, installing a new closed drainage system and curb and gutter, lowering the roadway profile, and bridge for the Great Western Trail. A shared-use path and sidewalks will be constructed along the length of the project.

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

The configuration of IL 53 between IL 64 and the Great Western Trail Bridge is currently two lanes for vehicle travel, which creates a bottleneck and frequent vehicle back-ups during peak travel times. This project will increase lane capacity to four lanes throughout the corridor, thereby reducing travel delays. Due to the limitations on capacity, the frequent delays experienced create disruption to traffic flow in the region. This project is consistent with previous IDOT studies relative to improving strategic arterial roadways. The project also complies with the renewed Federal focus of the use of STBG funds that seeks to improve coordination among units of government to benefit the traveling populace in the region.

Additionally, this project will improve drainage and include construction of shared-use paths and sidewalks in accordance with the Village's Village-Wide Bicycle and Pedestrian Master Plan and Complete Streets Policy. The Village of Lombard has included construction of the shared-use paths in its Capital Improvement Plan since 2008. The construction of these amenities will address the need for multi-modal transportation throughout the corridor.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support.

In anticipation of construction of the improvements, all participating entities previously entered into Letters of Intent with IDOT (Village of Lombard - 2009, DuPage County DOT – 2010, York Township Highway Dept. - 2008 and Lombard Park District – 2006). This includes commitment of funds toward the local match portion of this project. The Village of Lombard has included the construction of shared-use paths and sidewalks consistent with the Village's Bike and Pedestrian Plan, as well as its Complete Streets Policy.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: IL 390 Ramp Extension to County Farm Road **Project Sponsor:** Hanover Park

Partner Sponsors (if applicable):

Contact Person: Andy Sikich

Contact Email: asikich@hpil.org

Estimated Start of Construction Date (Month, Year): 03/2022

Estimated Completion of Construction Date (Month, Year): 05/2023

Project Description: Please provide a description of the project scope.

This project is the next phase of the IL 390 West Extension, as described in the “US 20 (Shales Parkway to Greenbrook Blvd) with IL 390 Extension Feasibility Study”, dated June, 2017. This phase includes the expansion of the interchange at Lake Street, extending it to County Farm Road. When completed, motorists will be able to enter IL 390 from County Farm Road. The Phase I study is currently being funded and completed by the Illinois State Toll Highway Authority (ISTHA).

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project’s benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

The west extension of IL 390 (the Elgin-O’Hare Expressway) has major implications for DuPage County, as well as Kane County. Currently, IL 390 ends just south of the DuPage-Cook border at Lake Street. In order to access IL 390, motorists from west and south in DuPage County must travel on a network of State, County and local roads, such as Lake Street, Gary Ave., Greenbrook Blvd., and Ontarioville Road. Upon the completion of this project, access to IL 390 will be available directly from County Farm Road, allowing motorists to avoid the back-ups that currently occur on Gary Avenue, Greenbrook Blvd, Ontarioville Road, and Lake Street. While the entire project will be within the limits of Hanover Park, this project is regionally significant and is the next stepping stone to the western completion of the Elgin-O’Hare.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support.

Hanover Park and ISTHA are committed to the successful completion of this project. The Phase I engineering study is being fully funded by ISTHA, and they will also fund 50% of the project costs, per their Interchange and Roadway Cost Sharing Policy. Hanover Park does not have the financial ability to fund the local share of this project, but is committed to working with ISTHA, DuPage County, IDOT, and others to secure the additional funding needed to make this project a success.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching a new program, the STP Shared Fund, with the first call for proposals in January 2019. Applications to this program will be scored by CMAP on a 100-point scale broken into three categories: up to 25 points for Project Readiness, up to 50 points for Transportation Impact, and up to 25 points for Planning Factors. In addition, each Council of Mayors can allocate a total of 25 bonus points (no more than 15 for a single project) towards applications. More information on CMAP scoring can be found here: <https://bit.ly/2TC29Cd>

Eligibility: A project sponsor can request bonus points for any project partially or wholly located in DuPage County, or in an adjacent area if the project demonstrates transportation benefits to DuPage County. To qualify for a project not located in DuPage County, the project must be located within a Council of Mayors territory that borders DuPage County.

Instructions: To be considered to receive bonus points by DMMC, fill out this form and submit no later than March 15, 2019 at 4:00 PM. To submit, email a PDF copy of this form to dknickelbein@dmmc-cog.org. The application form can be found on the next page, and applicants are limited to one-page, 12-point font, Times New Roman. Applications that do not meet these requirements, or are received after March 15, 2019 at 4:00 PM, will be ineligible to be awarded bonus points.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: Glen Ellyn Metra Station

Project Sponsor: Village of Glen Ellyn

Partner Sponsors (if applicable): Not Applicable

Contact Person: Rich Daubert, Professional Engineer **Contact Email:** rdaubert@glenellyn.org

Estimated Start of Construction Date (Month, Year): March, 2023

Estimated Completion of Construction Date (Month, Year): September, 2024

Project Description: This project entails the replacement of the undersized and substandard Glen Ellyn Metra Train Station Depot, located on the UP-West line in Downtown Glen Ellyn. Constructed circa 1966, the Depot does not meet the existing and future fundamental needs of the community in terms of Ridership Capacity, General Public and ADA Accessibility, and Pedestrian Safety. The proposed 4,000 square foot Depot would support current ridership as well as projected increased ridership due to recently approved and proposed transit-oriented mixed-use development projects in Downtown Glen Ellyn. Important access improvements include Pace Bus/ADA/Passenger Car drop-off and pick-up areas, site circulation enhancements, upgraded sidewalk network, and additional bicycle parking, all of which are deficient with the current site and station. Greatly improving pedestrian safety, the project includes construction of a pedestrian underpass of the railroad. No grade-separated crossings exist Downtown, forcing pedestrians to cross the triple tracked railroad via surface crossings with steep gradients and wide flangeway gaps. Complicating the matter, freight trains frequently block the crossings, leaving pedestrians with no way to safely traverse the tracks. With increased rail traffic, UP is frequently forced to switch the function of the inbound and outbound platforms with little notice to the public. In these instances, commuters must scramble to traverse from one side of the tracks to the other. Worse yet, in situations where freight trains block the crossings, commuters have been observed to dangerously cross between coupled freight cars.

Impact on DuPage County: The UP-West Railroad Line is critical to the movement of both freight and commuter rail traffic through DuPage County. The Glen Ellyn Station is the 2nd busiest stop on the UP-West Line and the 14th busiest within Metra's network of 236 stations. As a product of the station and site improvements described above, DuPage County will enjoy improved transit capacity along the UP-West Corridor which is particularly important in connecting the public to employment, education, recreation, and consumer opportunities while reducing vehicle miles travelled and relieving roadway congestion. The project directly supports CMAP's ON TO 2050 Plan Principles of Inclusive Growth, Resilience, and Prioritized Investment as well as the Plan Initiatives and Indicators as they relate to Population and Jobs in Highly Walkable Areas, Greenhouse Gas Emissions, and Transit Asset State of Good Repair, all of benefit to DuPage County.

Sponsor Commitment: The Village led and solely funded a \$250K Phase I Engineering Study. The Village is committed to do likewise for Phase II Engineering, currently estimated to cost \$2MM. With a Phase I project cost estimate of \$20MM, the Village is committed to a local match of \$5.6MM as part of its Shared STP application request of \$14.4MM, and has included the project in the Village's 5-year capital plan.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching a new program, the STP Shared Fund, with the first call for proposals in January 2019. Applications to this program will be scored by CMAP on a 100-point scale broken into three categories: up to 25 points for Project Readiness, up to 50 points for Transportation Impact, and up to 25 points for Planning Factors. In addition, each Council of Mayors can allocate a total of 25 bonus points (no more than 15 for a single project) towards applications. More information on CMAP scoring can be found here: <https://bit.ly/2TC29Cd>

Eligibility: A project sponsor can request bonus points for any project partially or wholly located in DuPage County, or in an adjacent area if the project demonstrates transportation benefits to DuPage County. To qualify for a project not located in DuPage County, the project must be located within a Council of Mayors territory that borders DuPage County.

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Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: Elmhurst Metra Station and Site Improvements Project

Project Sponsor: City of Elmhurst

Partner Sponsors (if applicable):

Contact Person: Cori Tiberi **Email:** Cori.Tiberi@elmhurst.org

Estimated Start of Construction Date (Month, Year): April 2021

Estimated Completion of Construction Date (Month, Year): September 2022

Project Description: The City of Elmhurst's existing Metra station was completed in the 1960's and was not sized for both current and future ridership needs as the ridership has grown. The station sees more riders than any other station on the Union Pacific West line and is the seventh busiest out of Metra's 236 stations. The station does not comply with ADA accessibility requirements, and the building systems are beyond their useful life. In addition, to the station, the site does not meet ADA requirements, contains numerous pedestrian/bike/vehicle conflict points and does not have drop-off locations for commuters or buses.

The City has nearly completed Phase I Engineering through IDOT and has coordinated with Metra and Union Pacific throughout the process. The project scope includes a new station, platforms, pedestrian underpass, parking, and other site safety improvements. The new station will meet current and future Metra ridership projections in a fully accessible and code compliant design. A pedestrian underpass has been designed to provide a safe and accessible path of travel from the 1st Street to the north of the tracks to Park Avenue on the south of the tracks. This will be able to be utilized by commuters, as well as, pedestrians walking along York Street. Parking will be reconfigured throughout the site to limit locations where cars will back out into traffic and provide ADA accessible paths for commuters across the site, as well as to City of Elmhurst commuter parking garages. Other site improvements include bus and car drop-off areas, and additional crosswalks to provide site access. The project aligns with the Transit Oriented Development projects and land use that the City has been implementing in the City Centre.

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives? The project provides direct benefits to DuPage County by continuing to grow employment, educational, commercial and living opportunities within the county. By supporting a growing commuter population, the County will continue to provide a high quality of life, as well as, allow access to Elmhurst College, and various commercial districts.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support. The City has provided a commitment through self-funding Phase I Engineering, held public workshops, and has included the project in annual budgets. The City recently completed QBS for Phase II Engineering to be able to submit Phase II Engineering agreements to IDOT as soon as Phase I is approved. The City has also worked to secure Metra, ICC, and other funding sources and is seeking Shared STP, and CMAQ grants to close the limited funding gap.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching a new program, the STP Shared Fund, with the first call for proposals in January 2019. Applications to this program will be scored by CMAP on a 100-point scale broken into three categories: up to 25 points for Project Readiness, up to 50 points for Transportation Impact, and up to 25 points for Planning Factors. In addition, each Council of Mayors can allocate a total of 25 bonus points (no more than 15 for a single project) towards applications. More information on CMAP scoring can be found here: <https://bit.ly/2TC29Cd>

Eligibility: A project sponsor can request bonus points for any project partially or wholly located in DuPage County, or in an adjacent area if the project demonstrates transportation benefits to DuPage County. To qualify for a project not located in DuPage County, the project must be located within a Council of Mayors territory that borders DuPage County.

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**Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference**

Project Information

Project Title: 143rd Street Extension-IL Route 59 to IL Route 126

Project Sponsor: Village of Plainfield

Contact Person: Brian Murphy, Administrator **Contact Email:** bmurphy@goplainfield.com

Estimated Start of Construction Date (Month, Year): February, 2022

Estimated Completion of Construction Date (Month, Year): November, 2023

Project Description: The 143rd Street East Extension is part of a regional improvement to increase mobility and is being led by the Village of Plainfield. The project is a component of a larger corridor level improvement which will provide the missing links along 143rd Street from Ridge Road to IL Route 126, this new corridor is planned to become the new IL Route 126. The improved corridor will consist of a new roadway extension from IL Route 59 to IL Route 126 (143rd Street East Extension) and a second roadway extension to the west from Ridge Road to Steiner Road (143rd Street West Extension). The west extension is already fully funded through local and private investment. The extensions will improve access from the adjacent rural communities in the area to jobs and services within Plainfield and the greater urbanized area while reducing travel times to I-55 which will promote growth of the entire region. The 143rd Street East Extension will produce positive benefits on the regional roadway network, enhance economic opportunities in the area, and help facilitate the Village's vision for Downtown Plainfield.

Impact on DuPage County: As part of CMAP's ON TO 2050 comprehensive regional plan, the guiding principles of inclusive growth, resilience, and prioritized investment are identified as key initiatives involved in all plan recommendations. When the 143rd Street Corridor project is completed, the number of labor force participants and the number of employees accessible within a 30-minute drive time from the region at the evening peak hour (4-5 pm) will both increase by 50%. This increase in job opportunity will provide additional employment opportunities for DuPage County residents and improved access to employees for DuPage County businesses. Inclusive growth is achieved as part of the 143rd Street East Extension by increasing the efficiency of public transportation through Pace's Bus Rapid Transit (BRT) system along I-55. Pace has already invested \$5,000,000 in a new Park-n-Ride facility near the 143rd Street corridor in anticipation of increased ridership and routes within the region. Providing additional public transportation options within the region will result in more choices for commuters while decreasing the burden on existing facilities such as the BNSF Metra Line within DuPage County. Through an additional bridge crossing over the DuPage River and the elimination of an at-grade crossing with the re-route of IL Route 126, the 143rd Street East Extension will provide increased resiliency in the regional transportation system through redundancy. Lastly, prioritized investment is provided with over \$12,500,000 invested through public/private partnerships and Intergovernmental Agreements within the corridor.

Sponsor Commitment: Transportation planning is a critical component of the Village of Plainfield's adopted Comprehensive Plan and the 143rd Street East Extension is explicitly stated as a key project. In support of the principles identified in the Village's Comprehensive Plan, a separate Transportation Plan was completed and adopted by the Village Board which provided guidance on the implementation of future projects. The 143rd Street East Extension is also contained in the adopted Transportation Plan. On a regional level, the 143rd Street Extension has been previously included in the eTIP database and is also included in the 2017 Will County Community Friendly Freight Mobility Plan.

Surface Transportation Program (STP) Shared Fund
2019 Council Bonus Points Application – DuPage Mayors & Managers Conference

Project Information

Project Title: Rand-Central-Mount Prospect Road Intersections **Project Sponsor:** Mount Prospect

Partner Sponsors (if applicable):

Contact Person: Matt Lawrie

Contact Email: mlawrie@mountprospect.org

Estimated Start of Construction Date (Month, Year): April 2022

Estimated Completion of Construction Date (Month, Year): November 2023

Project Description: Please provide a description of the project scope.

The three closely spaced intersections involving Rand Road (US 12), Central Road and Mount Prospect Road form a triangle that experiences operational issues on a daily basis. Blocked intersections and poor vehicle progression are primary issues that have a regional impact. The Village is currently wrapping up a locally funded Phase I Engineering Study. The goals of the roadway improvement project are to improve mobility, access, safety, transit, and non-motorized accommodations. The scope will include adding turn lanes, modifying access points to the Mount Prospect Plaza, installing two traffic signal systems, replacing & interconnecting the three existing traffic signal systems, adding a shared use path along Rand Road to connect to Des Plaines, installing roadway lighting, and improving localized drainage issues. Key stakeholders involved in the project include IDOT, Cook County, Des Plaines, Walmart, and Mount Prospect Plaza.

Impact on DuPage County. Describe how this project improves the transportation network in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

Quantitative analysis forecasts a total vehicle delay reduction in the project area by almost 45%, reduces travel time by 30%, increases average speed during peak times, and alleviates the potential of blocked intersections with a synchronized traffic signal system. These direct benefits to the study area translate into a benefit to the regional network as Rand Road is an IDOT Strategic Regional Arterial (SRA), Class II Truck Route, and an important northwest-southeast link serving large industrial and commercial areas as identified in the Cook County Freight Action Plan. Specifically, this project will benefit the many commercial and industrial businesses in Elk Grove Village that travel through this intersection on a daily basis. A 2017 corridor study funded by the Regional Transit Authority noted that improvements to this intersection will have benefits to the region.

Sponsor Commitment. Explain the project sponsor(s) commitment to this project. Examples could include the level of match funding, incorporation of the project into adopted plans or budgets, project readiness, and/or demonstrated public involvement/community support.

The Village of Mount Prospect fully funded the Phase I Engineering Study and is fully committed to participating in Phases II and III. As such, the Village Board has dedicated funds in this year's budget to begin Phase II. The project is supported by multiple adopted Village plans including the Rand Road Corridor Study, Village Comprehensive Plan, and Village 2020 Strategic Plan. A Public Information Meeting was held in August 2017 to get input from project stakeholders on travel concerns and needs in the study area, and potential improvement considerations. We received more than 120 written comments and more than 100 responses to an on-line project survey. A second Public Information Meeting is scheduled for this spring.

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Northwest Council of Mayors STP Shared Fund Bonus Point Applications

- I. IL 390 Ramp Extension to County Farm Road (Page 1)**
Lead Agency: Village of Hanover Park
- II. Irving Park Rd. (IL 19) at Bartlett Road (Page 4)**
Lead Agency: Village of Streamwood
- III. Deerfield Road Corridor Project (Page 8)**
Lead Agency: Lake County Division of Transportation
- IV. Rand-Central-Mount Prospect Road Intersections (Page 12)**
Lead Agency: Village of Mount Prospect
- V. Harlem Avenue Multimodal Bridge Replacement Project (Page 15)**
Lead Agency: Village of Oak Park
- Vi. U.S. Route 14 Underpass at the Canadian National Railway (Page 18)**
Lead Agency: Village of Barrington (Phase II), IDOT (Phase III)
- VII. Glen Ellyn Metra Station (Page 23)**
Lead Agency: Village of Glen Ellyn
- VIII. Elmhurst Metra Station/Multi-Modal and Site Access/Improvements (Page 28)**
Lead Agency: City of Elmhurst

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Northwest Council of Mayors STP Shared Fund Bonus Points Application

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

Eligibility: Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

Instructions: Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein (jklingenstein@nwmc-cog.org) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

Project Information

Project Title: IL 390 Ramp Extension to County Farm Road

Lead Agency: Hanover Park

Partner Sponsors (if applicable):

Lead Agency Contact Person: Andy Sikich

Contact Email: asikich@hpil.org

Estimated Construction Start Date (Month, Year): 03/2022

Project Description

Please provide a brief description of the project below.

This project is the next phase of the IL 390 West Extension, as described in the “US 20 (Shales Parkway to Greenbrook Blvd) with IL 390 Extension Feasibility Study”, dated June, 2017. This phase includes the expansion of the interchange at Lake Street, extending it to County Farm Road. When completed, motorists will be able to enter IL 390 from County Farm Road. The Phase I study is currently being funded and completed by the Illinois State Toll Highway Authority (ISTHA).

Project Purpose and Benefit

Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.

The west extension of IL 390 (the Elgin-O’Hare Expressway) has major implications for northwest Cook County, as described in the aforementioned feasibility study. Currently, IL 390 ends just south of the DuPage-Cook border at Lake Street. In order to access IL 390, motorists from portions of northwest Cook to the west of Barrington Road must generally use Lake Street (US 20), which becomes significantly backed up during peak hours. Upon the completion of the west extension of IL 390, motorists will have much improved access to the Elgin-O’Hare starting at Shales Parkway in Elgin, allowing them to avoid the back-ups that currently occur on Lake Street through Bartlett and Hanover Park. While the current phase of the project, from Lake Street to County Farm Road, will be entirely within the limits of DuPage County, this project is regionally significant and is the next stepping stone to the western completion of the Elgin-O’Hare.

Project Readiness

Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?

Hanover Park and ISTHA are committed to the successful completion of this project. The Phase I engineering study is under way and is being fully funded by ISTHA. They will also fund 50% of the project costs, per their Interchange and Roadway Cost Sharing Policy. Right-of-way for this project was previously secured by IDOT. Hanover Park does not have the financial ability to fund the local share of this project, but is committed to working with ISTHA, DuPage County, Cook County, IDOT, and others to secure the additional funding needed to make this project a success.

Planning Factors

Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.

Inclusive Growth: The Elgin-O'Hare Expressway, where it currently terminates at Lake Street, is shown as "5% - 10% of users who are people of color under the poverty line" per the Map of Inclusive Growth Scoring. Several of the heavily traveled roads in northwest Cook County, such as Irving Park Road and Lake Street, which would gain some significant relief from the ultimate expansion of the Elgin-O'Hare, are between 5% - 20%.

Freight Movement: The current west end of the Elgin-O'Hare carries 7% truck traffic. Several industrial parks in Hanover Park and Bartlett will benefit from this improvement.

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Northwest Council of Mayors STP Shared Fund Bonus Points Application

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Eligibility: Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

Instructions: Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein (jklingenstein@nwmc-cog.org) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

Project Information

Project Title: *Irving Park Road (IL 19) at Bartlett Road*

Lead Agency: *Village of Streamwood*

Partner Sponsors (if applicable): *Cook County, IDOT*

Lead Agency Contact Person: *Matt Mann*

Contact Email: *mmann@streamwood.org*

Estimated Construction Start Date (Month, Year): *August 2020*

Project Description

The proposed project is segment 2 of the entire Irving Park Road widening and reconstruction project between Bartlett Road and Illinois Route 59. The project was broken into two segments in order to properly budget for construction. Segment 1 was recently let on the March 8, 2019 State letting and will be constructed from Summer 2019-Summer 2020.

The proposed project is located at the intersection of Irving Park Road and Bartlett Road in the Village of Streamwood.

Segment 2 consists of the widening and reconstruction of the Bartlett Road at Irving Park Road intersection. Bartlett Road will be reconstructed to a four-lane section, 44 ft edge to edge, consisting of two (2)-11 ft through lanes in each direction. At the Irving Park Road intersection, Bartlett Road will be reconstructed and widened to a six-lane section, 66 feet edge to edge, with Type B-6.12 combination concrete curb and gutter. The proposed cross section consists of two (2)-11 ft through lanes in each direction, one (1)-11 ft left turn lane, and one (1)-11 ft right turn lane. A 7 ft sidewalk is proposed on both sides of Bartlett Road which will transition to 5 ft wide to tie into the existing sidewalk north and south of the intersection limits. The proposed cross section will match the existing four-lane cross sections north and south of Bartlett Road.

Geometric improvements planned along Irving Park Road include widening of the intersection of Bartlett Road at Irving Park Road to include dedicated left and right turn lanes. The existing roadway will be widened and reconstructed and include two (2)-11 ft through lanes in each direction, one (1)-11 foot left turn lane, and one (1)-11 ft right turn lane. A 5 foot sidewalk and a 10 foot bike path will be constructed north and south of the roadway respectively. The existing traffic signals at Irving Park Road and Bartlett Road will be modernized and upgraded to accommodate the proposed geometry, and to meet current standards, and will also include pedestrian countdown signals

Project Purpose and Benefit

The purpose of this project is to complete the corridor improvements of Irving Park Road from Illinois Route 59 to Bartlett Road and eliminate the bottleneck conditions that currently exists today. The project will enhance intersection capacity, reduce traffic queues, correct geometric deficiencies, reduce traffic accidents, enhance safety, and widen Irving Park Road to match the existing cross section east and west of IL 59. These improvements will allow existing and projected traffic movements to operate more efficiently and safely.

There has been significant growth in this area. The intersection of Irving Park Road and Illinois Route 59 was widened in 2005 to a five-lane cross section and there has been significant commercial development within the intersection. Chicago Metropolitan Agency for Planning (CMAP) has predicted a significant increase of 31% in traffic within the project area in the next thirty (30) years. As the traffic has increased, the adjacent roadways have become more congested. This project will allow for vehicles to safely turn onto and off of the neighboring roadways throughout the corridor.

Additional turn lanes are warranted and will be constructed to improve the capacity at the intersection of Irving Park Road and Bartlett Road and help reduce the rear-end type accidents. Adding additional through lanes will eliminate the bottleneck along Irving Park Road by matching the roadway cross section east of IL 59 and east of Bartlett Road.

The existing facilities are not pedestrian friendly due to numerous gaps in the sidewalk and bike paths throughout the corridor. Pedestrian safety and accessibility will be increased by connecting the gaps within the existing sidewalks and providing a multi-use path the entire length of the corridor.

Project Readiness

Phase I for the entire corridor was completed in February 2015.

Phase II Segment I design was completed in March 2019 and is currently being constructed.

Phase II Segment II design is approximately 70% complete and will be ready for a July 31, 2020 state letting.

This project is very important to the Village, Cook County, and IDOT as all three partners have committed funding to the project. The County has submitted their Letter of Intent and signed the Intergovernmental Agreement to provide the necessary matching funds (up to \$400,500) for the construction elements along Bartlett Road. IDOT has also committed to funding their portion of Irving Park Road to provide the matching funds for this STP Shared Use request. The Village will provide 20% local match for items such as sidewalks and multi-use paths; and 100% local funds for the water main improvements for an estimated total construction cost of \$481,000.

Due to the importance of the project and the Village's intent to construct as soon as funds are available for Segment II, the ROW acquisition process has already begun. The Village has secured financial commitments for right of way from Cook County, IDOT, and STP funding. The draft agreement has been reviewed and the final agreement has been submitted to the Village of Streamwood for execution at the Board meeting on April 18, 2019. Subsequently, it will be submitted to IDOT for approval. It is anticipated that the ROW appraisals and negotiations will start in June 2019. The final agreement has \$1,000,000 budgeted for the right of way acquisitions with \$500,000 coming from STP, \$325,000 from a commitment from Cook County, and \$125,000 from IDOT commitments. IDOT has also agreed to exercise the Quick Take Authority if need be. This will allow the project to move forward promptly once the necessary construction funding is made available.

Planning Factors

This project addresses the complete streets planning factor identified in the STP Shared Fund application guide. This intersection improvement project is a continuation of the previously completed project west of the intersection of Irving Park Road at Bartlett Road that consisted of similar roadway reconstruction that included a 5' wide sidewalk along the north parkway and a 10' wide multi-use path along the south parkway. East of this project along Irving Park Road and Bartlett Road there are existing varying width (4' to 5') sidewalks along both sides of each roadway.

The combination of all these improvements along Irving Park Road will allow continuous access by either sidewalk or path along the entire Irving Park Road and Bartlett Road corridor.

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Northwest Council of Mayors STP Shared Fund Bonus Points Application

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven sub regional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

Eligibility: Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

Instructions: Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein (jklingenstein@nwmc-cog.org) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

Project Information

Project Title: Deerfield Road Corridor Project

Lead Agency: Lake County Division of Transportation (LCDOT)

Partner Sponsors (if applicable):

Lead Agency Contact Person: Mike Klemens, Principal Planner

Contact Email: mklemens@lakecountyil.gov

Estimated Construction Start Date (Month, Year): 03/2022

Project Description

The [Deerfield Road Corridor Project](#) proposes reconstruction and widening of Deerfield Road from Milwaukee Avenue (US 45/ IL 21) on the west to Saunders/Riverwoods Road on the east, approximately 2 miles. The proposed improvement is within the municipal limits of the Village of Riverwoods between Milwaukee Avenue and Saunders/Riverwoods Road, the Village of Buffalo Grove west of Milwaukee Avenue, and the Village of Deerfield east of Saunders/Riverwoods Road. The proposed improvement includes one 11 feet wide travel lane in each direction separated by a 12 feet wide two-way left turn lane, 3 feet wide bike friendly shoulders, an 8 feet wide bike path, and a five feet wide sidewalk located on the opposite side of the bike path. The proposed improvement also includes intersection improvements throughout the corridor including at Milwaukee Avenue, Portwine Road, and Saunders/Riverwoods Road.

Project Purpose and Benefit

Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.

Deerfield Road Corridor Purpose and Need Report (PDF)

The purpose of the project is to provide an improved transportation system to address capacity, safety, mobility, and operational deficiencies along Deerfield Road and improve non-motorized accommodations from Milwaukee Avenue (US 45/ IL 21) to Saunders/ Riverwoods Road in Lake County, Illinois. Located one mile north of Lake-Cook Road, Deerfield Road serves as an alternate route for traffic in Northern Cook and Southern Lake Counties to access Interstate 94 as well as regional employment centers such as Walgreens, Takeda and Discover among others. The travel pattern along Deerfield Road is predominantly eastbound in the AM and westbound in the PM. Deerfield Road is an east-west minor arterial roadway under the jurisdiction of LCDOT and has an existing ADT of 19,500 within the project study area.

There is currently a 35-minute, 2-mile evening rush hour backup within the project limits. The Deerfield Road at Milwaukee Avenue (US45/ IL 21) intersection operates at Level of Service F for the PM peak hours, the Deerfield Road westbound

sections from Saunders/Riverwoods Road to Portwine Road, and Portwine Road to Milwaukee Avenue (US 45/ IL 21) also have a Level of Service F in the PM peak hours.

There were 355 crashes within the study area from 2010 to 2014. Nearly 50 percent of the crashes within the study area were rear end crash type, which can be attributed to congestion, excessive queuing from intersections, absence of turning lanes, lack of adequate gaps for left turns, and multiple access points.

Project Benefits:

The [Preferred Alternative](#) includes an extensive intersection improvement at Milwaukee Avenue (US 45/ IL 21), adding a center turn lane throughout the length of the Deerfield Road corridor, adding northbound and southbound left turn lanes at the Portwine Road intersection, and adding a northbound right turn lane at the Saunders/ Riverwoods Road intersection.

Benefits of the Preferred Alternative:

- PM westbound travel time is anticipated to decrease 80% (35 minutes to 7 minutes)
- Overall delay at Milwaukee Avenue intersection is anticipated to decrease 70%
- Turning movement deficiencies addressed at Portwine Road and Saunders/ Riverwoods Road intersections
- Mobility is anticipated to improve from 0 to 30 acceptable PM gaps
- Injury crashes are expected to decrease by 50%
- Operation deficiencies addressed with pavement reconstruction
- Non-motorized connections made between Milwaukee Ave. and Saunders/ Riverwoods Road
- No Forest Preserve/Nature Preserve or building Impacts
- Least impactful out of all alternatives considered

Project Readiness

Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?

LCDOT is currently finishing the Phase 1 study which began in the Spring of 2016. The Deerfield Road Phase I Engineering and Environmental Study is following NEPA process and is being processed as an Environmental Assessment (EA). The Deerfield Road project team has had 2 Public Information Meetings and 3 Stakeholder Involvement Group Meetings through the course of the Phase 1 study.

LCDOT is also preparing a Phase II QBS consultant selection with anticipation of Phase II beginning in 2019. LCDOT plans to locally fund the Phase II engineering to expedite the project to the extent possible. LCDOT has secured federal funding (STP-C) for a portion of the Right of Way Phase of the project. LCDOT also has federal funding (STP-C, TAP-L and ITEP) secured for a portion of construction of the roadway and bike path. In total LCDOT has just over \$10.6 million in federal funding secured, which is approximately 20% of the remaining project costs.

Planning Factors

Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.

The proposed Deerfield Road improvement includes 3 feet wide bike friendly shoulders, accommodations for an 8 feet wide bike path along the south side of the roadway from Milwaukee Avenue (US 45/ IL 21) to Portwine Road and along the north side of the roadway from Portwine Road to Saunders/Riverwoods Road, and a five feet wide sidewalk located on the opposite side of the bike path.

LCDOT recognizes that roadway improvements offer opportunities to improve safety, access, and mobility for all travelers, and that non-motorized travel modes are integral elements of the transportation system. LCDOT strives to provide for the safety and mobility of all users of the County's transportation system, so that all users may be safe when traveling along or across County roadways. To improve non-motorized facilities along its roadways, LCDOT has established a [Policy on Infrastructure Guidelines for Non-Motorized Travel Investments](#), or Non-Motorized Travel Policy. The intent of the policy and guidelines is to articulate an approach for considering accommodating bicycle, pedestrian, and other non-motorized modes of travel on and across the County's roadway system.

The Deerfield Road project will close a significant gap in the regional greenways and bikeways network, including a connection to the Des Plaines River Trail and other community and regional trails in Lake and Cook Counties. Deerfield Road has existing multi-use paths outside of the project study area. West of the study area, the Village of Buffalo Grove has an existing regional trail along the south side of Deerfield Parkway that terminates at Milwaukee Avenue (US 45/ IL 21). East of the study area, LCDOT has an existing regional trail along the north side of Deerfield Road that terminates at Saunders/Riverwoods Road. There is also a regional trail north along Riverwoods Road.

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Northwest Council of Mayors STP Shared Fund Bonus Points Application

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

Eligibility: Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

Instructions: Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein (jklingenstein@nwmc-cog.org) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

Project Information

Project Title: Rand-Central-Mount Prospect Road Intersections

Lead Agency: Mount Prospect

Partner Sponsors (if applicable):

Lead Agency Contact Person: Matt Lawrie

Contact Email: mlawrie@mountprospect.org

Estimated Construction Start Date (Month, Year): April 2022

Project Description

Please provide a brief description of the project below.

The three closely spaced intersections involving Rand Road (US 12), Central Road and Mount Prospect Road form a triangle that experiences operational issues on a daily basis. Blocked intersections and poor vehicle progression are primary issues that have a regional impact. The Village is currently wrapping up a locally funded Phase I Engineering Study. The goals of the roadway improvement project are to improve mobility, access, safety, transit, and non-motorized accommodations. The scope will include adding turn lanes, modifying access points to the Mount Prospect Plaza, installing two traffic signal systems, replacing & interconnecting the three existing traffic signal systems, adding a shared use path along Rand Road to connect to Des Plaines, installing roadway lighting, and improving localized drainage issues. Key stakeholders involved in the project include IDOT, Cook County, Des Plaines, Walmart, and Mount Prospect Plaza.

Project Purpose and Benefit

Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.

Quantitative analysis forecasts a total vehicle delay reduction in the project area by almost 45%, reduces travel time by 30%, increases average speed during peak times, and alleviates the potential of blocked intersections with a synchronized traffic signal system. These direct benefits to the study area translate into a benefit to the regional network as Rand Road is an IDOT Strategic Regional Arterial (SRA), Class II Truck Route, and an important northwest-southeast link serving large industrial and commercial areas as identified in the Cook County Freight Action Plan. Specifically, this project will benefit the many commercial and industrial businesses in Northwest Cook County that travel through this intersection on a daily basis. A 2017 corridor study funded by the Regional Transit Authority noted that improvements to this intersection will have benefits to the region.

Project Readiness

Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?

The Village of Mount Prospect fully funded the Phase I Engineering Study and is committed to participating in Phases II and III. As such, the Village Board has dedicated funds in this year's budget to begin Phase II Engineering. The project is supported by multiple adopted Village plans including the Rand Road Corridor Study, Village Comprehensive Plan, and Village 2020 Strategic Plan. A Public Information Meeting was held in August 2017 to get input from project stakeholders on travel concerns and needs in the study area, and potential improvement considerations. We received more than 120 written comments and more than 100 responses to an on-line project survey. The Village has also had individual meetings with IDOT, Cook County, Des Plaines, Walmart, and Mount Prospect Plaza. A second Public Information Meeting is scheduled for May 1st. The Project Development Report for the Phase I Engineering Study will be completed by June 1st. The Village is requesting federal funding for Phase II Engineering, right-of-way acquisition, and Phase III construction through the Surface Transportation Program Shared Fund and Invest in Cook Program.

Planning Factors

Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.

The intersection experiences a significant amount of truck traffic with many commercial & industrial districts nearby including the Kensington Business Park, Elk Grove Business Park, and businesses surrounding O'Hare International Airport. The latest traffic counts indicate 4% - 5% of the traffic volume is trucks, with the percentage potentially increasing with improvements to the intersection. Reducing delays to trucks traveling through the intersection will be vital to businesses and the regional economy.

The project also includes complete streets elements such as a shared use path, sidewalk, marked crosswalks, and pedestrian crossing signals. The shared use path along Rand Road will connect to a current shared use path project in Des Plaines and terminate near the Kensington Business Park in Mount Prospect. The Village has another Phase I Engineering Study currently taking place at the triangle intersection involving Rand Road, IL Route 83, and Kensington Road. This study is in the alternative design phase and will include a shared use path along Rand Road from the Kensington Business Park north through the subject intersection. It will connect directly to nearby businesses including those at Randhurst Mall. In addition, sidewalk, marked crosswalks, and pedestrian crossing signals will be included at the Rand-Central-Mount Prospect intersection as well as the two new signalized intersections at Rand Road & Walmart and Central Road & Mount Prospect Plaza. Collectively, these improvements will accomplish recommendations set forth in the Rand Road Corridor Study and Village Bicycle Plan. The Village is committed to constructing these complete streets elements to encourage walking and biking in the community and region.

Northwest Council of Mayors STP Shared Fund Bonus Points Application

Project Information

Project Title: Harlem Avenue Multimodal Bridge Replacement Project

Lead Agency: Village of Oak Park

Partner Sponsors (if applicable): Villages of River Forest and Forest Park

Lead Agency Contact Person: Bill McKenna, PE Village Engineer

Contact Email: bmckenna@oak-park.us

Estimated Construction Start Date (Month, Year): December 2021

Project Description

The Villages of Oak Park, River Forest and Forest Park are partnering to replace the Harlem Avenue Bridge, a vital piece of infrastructure that serves multiple transportation modes including automobiles, CTA trains, Metra commuter rail, several CTA and Pace bus routes, and freight, pedestrian and bicycle traffic. Originally constructed in 1911, the bridge is functionally obsolete in serving transportation needs along the Harlem Avenue corridor and is rapidly worsening with many of its structural components deteriorating and cracking and spalling in the concrete abutments. The bridge in its current configuration is a pinch point for vehicles and a safety concern for individuals accessing transit stations. Replacing the entire bridge and improving the roadway is the only option to resolve the current issues. The replacement bridge structure will be a single-span through-girder bridge supported by drilled-shaft caisson with a minimum vertical clearance of 14'-9". Roadway improvements will require the lowering of Harlem Avenue to achieve a vertical clearance along with additional adjacent roadway improvements, new turn lanes and sidewalk improvements to meet ADA standards.

Project Purpose and Benefit

The goal of the Harlem Avenue Bridge project is to upgrade and replace a critical piece of infrastructure that serves multiple transportation modes. Project benefits would include safer operations for all users, additional capacity for freight mobility within the corridor, a more walkable pedestrian environment and improved connections for CTA, METRA and Pace riders. Harlem Avenue is also an important north-south Strategic Regional Arterial route that passes through Northwest Municipal Conference communities.

While this project is technically a bridge and road reconstruction project the improvements will have a significant impact on transit service and connections. The area surrounding this multi-modal hub is identified as a Major Activity Center in accordance with the Chicago Transit Authority's typologies for transit station areas. With connections to the Metra West Line and

CTA Green Line, this location has the highest total boarding and alighting numbers of any Pace bus stops along the Harlem Avenue corridor between 71st Street and North Avenue. Currently, Pace buses utilize both North Boulevard and South Boulevard adjacent to the bridge for internal circulation. Improvements to the bridge and the turning radius will facilitate safer and more efficient movements for Pace buses and other vehicles navigating around the station area.

This corridor is also one of Pace's busiest corridors overall and is identified as a future Pulse corridor. This project would significantly improve conditions to support a potential future Pulse station. The south and central sections of the corridor are planned for near and mid-term implementation. The north extension is a planned future project that will connect with NWMC communities. The Harlem Avenue Bridge replacement and associated roadway improvements will benefit transit service including the future Pulse routes. In fact, overall mobility improvements at this location as a result of the project will benefit the Harlem Avenue corridor overall, including NWMC communities at the north end.

As part of the roadway improvements, this project will also include constructing ADA compliant sidewalks that provide safer connections for pedestrians between the various transportation modes and to area retail/commercial businesses.

Project Readiness

The preliminary engineering for the Harlem Avenue Multimodal Bridge Replacement project is substantially complete. Oak Park, River Forest and Forest Park worked together to initiate the project with a High Priority Projects (HPP) program federal grant. All three municipalities contributed to the non-federal cost share based on the size of the project area falling within their jurisdictions. The Project Development Report (PDR) for Group One Categorical Exclusion was submitted to and reviewed by the Illinois Department of Transportation (IDOT). The majority of comments provided by IDOT have already been addressed. Final approval of the PDR would be anticipated by June 2020. The Villages will continue to share the costs of the 20 percent local match for future phases.

The three villages are in concurrence on the scope of the project and are working jointly to advance the project. Throughout the process, these communities continue to work and coordinate with the Union Pacific Railroad, Metra and CTA. While right of way has not been secured, owners and representatives from potentially impacted property were members of a project steering committee and did not voice opposition to the minor impacts to property.

Planning Factors

Freight Movement: The bridge replacement will enhance freight mobility in the region and the project supports priorities identified in the Cook County Freight Plan. Harlem Avenue is a Class II truck route and a Strategic Regional Arterial that provides access to the western suburbs of Chicago via the Interstates. It is also a high-volume truck route that serves the entire region's commercial and industrial developments.

In addition to Metra and CTA rail, the viaduct itself serves freight cargo on the UP West Line, a critical corridor for national freight movement. The long-term reliability and efficiency of structures like the Harlem Avenue Bridge and viaduct is critical. This project will fully replace and modernize a structure that is over 100 years old.

Inclusive Growth: Improved multimodal transportation access is critical to advancing inclusive growth throughout the region. By providing efficient transportation options and conditions for employees to access job centers, local residents are able to reduce household transportation costs and use those resources on other needs.

Complete Streets and Green Infrastructure Policies: The Villages of Oak Park, Forest Park, River Forest are recognized as communities where complete streets are a consistent part of the urban landscape. Each of these villages have adopted plans and strategies that will provide better pedestrian and bicycle connections in the future, especially at heavily utilized transit sites. This project will include an open, aesthetically pleasing design and include improved sidewalks and LED lighting, eliminating perceived pedestrian barriers. All three villages have officially enacted complete streets policies.

Oak Park and River Forest have also officially adopted a sustainability plan that identifies green infrastructure strategies and solutions for projects. Forest Park has also actively advanced green infrastructure projects to address stormwater management and sustainability.

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Project Information

Project Title: U.S Route 14 Underpass at the Canadian National Railway

Lead Agency: Phase II – Village of Barrington, Phase III - IDOT

Partner Sponsors (if applicable):

Lead Agency Contact Person: Greg Summers, Village of Barrington

Contact Email: gsummers@barrington-il.gov

Estimated Construction Start Date (Month, Year): Phase II Eng – 11/2019, Phase III Const. 1/2023

Project Description

Please provide a brief description of the project below.

When the federal Surface Transportation Board (STB) approved the acquisition of the EJ&E rail line by Canadian National Railway (CN) on December 24, 2008, that decision transformed a rarely used local U.S. Steel service rail line into a major Class I freight superhighway that CN – the only tri-coastal Class I railroad operating in North America – now used to route shipments of goods from Asia arriving at the Port of Prince Rupert in Canada down to customers throughout the United States and overseas, as well as the numerous commodities (crude oil, heavy crude, condensate, frac sand, propane, and ethanol). Prior to CN's acquisition of the EJ&E, normal train volumes averaged between 3 to 5 low-tonnage trains approximately 2,800 feet in length running on the EJ&E on a daily basis to serve U.S. Steel customers. As a result of the minimal volumes, the lack of any grade separation at U.S. Highway 14 did not substantially impact the region. With CN's acquisition of the EJ&E, however, greatly increased volumes have had a severe adverse impact on the region because it is such an essential Chicago bypass for the railroad. This grade separation project would lower a federal highway/strategic regional arterial with a current AADT of approximately 25,400 vehicles from a Class I freight railway line, below the CN rail line to reinstate reliability to the highway, eliminating freight-induced delays of between 98 to 101 hours. To summarize, the project will provide the below grade separation of four lanes of traffic on U.S. Highway 14 from CN's freight traffic on the EJ&E rail line. This project will also require that a nearby waterway, Flint Creek, be relocated 300 feet west of the roadway to provide clearance for the highway underpass. A new bridge for the relocated Flint Creek will be required on U.S. Route 14 and on the adjacent IL Route 59/Hough Street. The underpass will then be excavated and a new railroad structure constructed.

Project Purpose and Benefit

Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.

This Canadian National Railway (CN) line enables tri-coastal rail freight to avoid the notorious rail freight delays associated with the core downtown Chicago area. This grade separation project would achieve transformative regional improvements on many transportation-related, safety, and regional livability fronts:

- Returning the highway to a dependable arterial roadway for commuters and local traffic, thus adding to capacity on the Interstate that runs parallel to the project highway just four miles south, and decreasing the “freight avoidance” traffic now diverting onto local roads in the region.
- Enhancing safety by eliminating a highly traveled grade crossing in a complex and intersecting roadway network that regularly gridlocks traffic throughout Barrington when a CN freight train passes through the four closely spaced grade crossings on the line.
- Providing 24/7 dependable and unobstructed access on U.S. Highway 14 for local residents to the area’s closest hospital with its preeminent cardiac and stroke care units and a Level II trauma center with a pediatric unit. This safety enhancement is critical given the negative impacts to emergency response timeliness caused by CN freight trains.
- Enhancing the quality of life for residents of the region by reducing traffic congestion and noxious fumes from idling vehicles and highway noise, as well as increasing uninterrupted green space and bike paths.
- Improving water flow, water quality and flood storage of a stream that must be relocated as part of the project and that feeds into the region’s watershed.
- Replacing a roadway segment that is nearing the end of its useful lifespan, as well as a roadway bridge that can no longer carry truck weights and has caused regional truck diversions over other local roadways.
- A new multi-use trail providing complete streets access and critically linking the largest two parks in the community to residential communities, the Barrington Area Library, and the regional high school.

With daily freight-induced delays of between 98 to 101 hours, this grade separation project is on par with the grade separations already planned for in Chicago’s CREATE program, which is meant to relieve freight induced congestion surrounding the core Chicago rail network.

Critically, Barrington knows that current CN volumes will not be a cap in the freight volumes gridlocking the region and the U.S. Highway 14 rail crossing. This belief is founded on the NEPA review for the project funded by the 2010 TIGER Grant. During this planning phase for the grade separation, CN requested in an April 5, 2013 project planning email that meeting minutes from a March 22, 2013 Phase 1 meeting be changed from *“CN stated that they have no current plans to add a second track in this area”* to *“CN confirmed that a second track in this area would be consistent with other double-tracking projects completed and planned since CN’s take-over of the former EJE.”* Given its importance to CN’s overall competitiveness, and CN’s recent filing of an U.S. Army Corps of Engineer’s permit application to double track 4.27 miles of main line from Shoe Factory Road to Spaulding Road, it is clear that double tracking is in CN’s sights. When combined with the existing siding, this double track project would create a 6.1 mile long section of double track on the CN/EJ&E line less than 4 miles to Barrington’s south. CN further notes in their application for permit that this double tracking project is intended to accommodate a “growth of approximately 9 trains per day” by 2020 -- trains that are headed directly through Barrington. CN presently runs 18-20 trains per day through Barrington, so this improvement will accommodate a growth of nearly 50%, much further exacerbating our congestion issues. Additionally, the trend of excessively long trains operating through Barrington surpasses the industry average. In fact, CN is running 10,000-foot trains through Barrington at triple the industry average.

Project Readiness

Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?

Thanks to a \$2.8 million TIGER II grant and the match of \$700,000 in IDOT and local funding, the project completed the \$3,482,768.75 Phase I part of the project in 2014. The Phase 1 NEPA study for the project concluded that eight full residential properties and two full commercial properties would need to be acquired and demolished in order to reroute Flint Creek away from the area of the underpass. Several other parcels will have partial acquisitions that do not impact structures. Thanks to \$4 million in STP funds and a matching \$4 million of IDOT funds, the acquisition process for the project commenced in the fall of 2015 and IDOT has already completed five of the eight full residential acquisitions (including demolition) required for this project and is currently in negotiations to acquire two additional full residential properties as well as a large commercial property. The final commercial property has requested early acquisition and pends only available funding. An additional \$4 million of STP funds are available for construction and CN will have to finance 5% of the complete project (as is the norm with grade separation projects). With a substantial federal grant, IDOT has told Barrington officials that it would prioritize funding for this project to underwrite the remaining non-federal match. This commitment is based on conversations with IDOT personnel who have assured Village officials that the State will not let federal funding for a necessary project be lost by an unwillingness to underwrite the remaining amount.

Planning Factors

Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.

- Inclusive Growth
 - When developing the alternatives for the grade separation project, it was clear that sufficient right-of-way width did not exist to construct an underpass or overpass. Under either scenario acquisition would be required to the north and/or south of the existing road right-of-way. Through the acquisition of the properties just north of U.S. Route 14 (in the historic Jewel Park neighborhood), the preservation of 65 residential units of locally affordable housing south of the rail line (in Shorely Woods) was assured. Furthermore, this improvement supports all economic levels as users of this regional arterial represent a diverse group of individuals representing the full and inclusive spectrum.
- Complete Streets
 - Present day U.S. Route 14 has a gap in pedestrian access along its north side from Lake Zurich Road to IL Route 59 (within the project area). This project would provide a new multi-use trail consistent with the Village's complete streets initiative and critically link the largest two parks in the community to adjacent residential communities, the Barrington Area Library, and the regional high school.

- Green Infrastructure
 - This project will also require that a nearby waterway, Flint Creek, be relocated 300 feet west of the roadway to provide clearance for the highway underpass. This tributary to Flint Creek is classified by the U.S. Army Corps of Engineers as a Class D waterway and the Corps supported its relocation to improve water flow, water quality and flood storage of a stream that causing upstream flooding during mid to high level rain events.
- Freight Movement
 - This grade separation project would lower a federal highway/strategic regional arterial with a current AADT of approximately 25,400 vehicles from a Class I freight railway line, below the CN rail line to reinstate reliability to the highway, eliminating freight-induced vehicular delays of between 98 to 101 hours. Furthermore, the CN operates this line as a key Chicago bypass to reduce freight delays on their main line track. Grade separating this crossing would improve not just U.S. Route 14 reliability, but also train freight reliability as the potential for interactions with vehicles will be completely eliminated.
- Transit Supportive Land Use
 - The U.S. Route 14/CN crossing is located just over ½ mile from the Barrington Metra Station; which station serves as a key transit center for Metra. Due to express train schedule and accessibility of the Barrington station, the northwest region relies on access to this station to reduce delays on the roadway network, especially during key congestion periods. Absent the reliable ability to access the Barrington Metra Station in a predictable and timely fashion, more motorists would forgo the opportunity to use transit, instead selecting car access and further exacerbating congestion on the regional road network.

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Northwest Council of Mayors STP Shared Fund Bonus Points Application

Background: The Chicago Metropolitan Agency for Planning (CMAP) is launching the Surface Transportation Program (STP) Shared Fund, a set-aside of federal STP funds for large-scale, regionally significant projects. Applications for the shared fund will be scored on a 100-point scale: 25 points for Project Readiness, 50 points for Transportation Impact, and 25 points for incorporating CMAP's five Planning Factors. In addition to these 100 points, each project is eligible to receive up to 25 bonus points. Each of the eleven subregional councils has 25 points to distribute to projects applying to the Shared Fund, and each council can award a maximum of 15 points to an individual project. More information on Shared Fund scoring and eligibility is available [here](#).

Eligibility: Any project which has applied for the Shared Fund and falls into one of the eight eligible project categories is eligible to receive bonus points from the Northwest Council of Mayors, regardless of its geographic location.

Instructions: Applicants are asked to fill out the form below and submit to Northwest Council Planning Liaison Josh Klingenstein (jklingenstein@nwmc-cog.org) **no later than 5:00 p.m. on March 26, 2019**. Applicants will also be asked to present their project at the April meeting of the Northwest Council of Mayors Technical Committee, to be held on **April 5, 2019, 8:30 a.m. at the Barrington Village Hall**. Applicants should prepare a short presentation (no longer than 5 minutes) that highlights the purpose and need of the project, the potential impact that the project will have on Northwest Cook County, and how the project helps realize the regional goals set out by CMAP in [On To 2050](#).

Project Information**Project Title:** Glen Ellyn Metra Station**Lead Agency:** Village of Glen Ellyn**Partner Sponsors** (if applicable): Not Applicable**Lead Agency Contact Person:** Rich Daubert, Professional Engineer**Contact Email:** rdaubert@glenellyn.org**Estimated Construction Start Date (Month, Year):** March, 2023

Project Description: The Village of Glen Ellyn is proposing to replace the existing Union Pacific West (UP-W) Metra commuter rail station, located in downtown Glen Ellyn. The project will also include extensive site improvements, including a grade-separated pedestrian crossing, further detailed hereinafter.

Project Purpose and Benefit:

Constructed circa 1966, the Depot does not meet the existing and future fundamental needs of the community in terms of Ridership Capacity, General Public and ADA Accessibility, and Pedestrian Safety. The proposed 4,000 square foot Depot would support current ridership as well as projected increased ridership due to recently approved and proposed transit-oriented mixed-use development projects in Downtown Glen Ellyn.

Important access improvements include Pace Bus/ADA/Passenger Car drop-off and pick-up areas, site circulation enhancements, upgraded sidewalk network, and additional bicycle parking, all of which are deficient with the current site and station. Greatly improving pedestrian safety, the project includes construction of a pedestrian underpass of the railroad. No grade-separated crossings exist Downtown, forcing pedestrians to cross the triple tracked railroad via surface crossings with steep gradients and wide flangeway gaps. Complicating the matter, freight trains frequently block the crossings, leaving pedestrians with no way to safely traverse the tracks. With increased rail traffic, UP is frequently forced to switch the function of the inbound and outbound platforms with little notice to the public. In these instances, commuters must scramble to traverse from one side of the tracks to the other. Worse yet, in situations where freight trains block the crossings, commuters have been observed to dangerously cross between coupled freight cars.

While not of direct benefit to Northwest Cook County, Glen Ellyn feels that this project supports other transit station and site improvements throughout the entire Chicago Metropolitan Area. More specifically, Glen Ellyn feels that improvements to the Metra Network will support improved transit service but also identify and drive the need for funding and implementing similar station and site improvements, including along the UP-NW, UP-N, MD-N and NCS lines, all of which serve NWMC member communities.

Project Readiness:

The Village has demonstrated project readiness through inclusion in community plans (Comprehensive and Downtown Strategic Plans) and studies, near-term capital plans in budgets, and by advancing engineering for the project. More specifically, the Village fully funded and advanced a Phase I engineering study to the tune of \$250,000 and has included funding for Phase II Engineering and the Village's anticipated local share for the project within its 5-year Capital Plan.

As part of its application for CMAQ and STP-Shared funding, the Village is not requesting funding for Phase II Engineering. Rather, the Village is committed to fully funding (~\$2MM) and advancing Phase II Engineering in 2020, subject to the Village securing the requested CMAQ and/or STP-Shared funding.

Of equal importance, Glen Ellyn would like to emphasize that the Village's Team of Professional Administration, Finance, and Engineering Staff stand qualified and ready to advance this project. The in-house engineering team has direct experience with rail projects as demonstrated with its recent successful execution of the Taylor Avenue Pedestrian Tunnel Project (Pedestrian Underpass of the UP-West Line). The project team is confident with its project approach and milestone schedule which specifies a construction letting of March, 2023.

Planning Factors:

This project supports all three planning factors applicable to Transit Station Projects including Inclusive Growth, Transit Supportive Density, and Complete Streets as follows:

Inclusive Growth

[CMAQ's Inclusive Growth Map](#) indicates that the UP-West line, particularly the portion leading into Glen Ellyn from Chicago, has 20-25% of its users being "People of Color Under the Poverty Line". The proposed project will increase ridership capacity, improve accessibility, and safety; all of which will support transit access to unique amenities and opportunities offered in Glen Ellyn which are particularly supportive of inclusive growth.

More specifically, Glen Ellyn is home to the College of DuPage which is the second largest provider of undergraduate education in Illinois, and supportive of inclusive growth. Access to the College from the station is directly available via Pace Bus Route 715. In addition, the College of DuPage and Glen Ellyn are in the midst of constructing Innovation DuPage. This cutting edge facility will be located in the downtown Glen Ellyn Civic Center, located approximately 600 feet southwest of the Metra Station. Innovation DuPage will ultimately serve as a business incubator and accelerator space which will provide small businesses with the necessary resources to thrive.

In addition to improved transit connectivity to educational and accelerator opportunities, Glen Ellyn's Downtown, Roosevelt Road Corridor, and Five Corners areas are home to a continuum

of employment opportunities supportive of inclusive growth and which will be more readily accessible from the proposed transit station and site improvements.

Transit Supportive Density

Downtown Glen Ellyn is undergoing exciting development which is Transit Supportive and will only increase Metra's already substantial boarding growth projection of 9% (Glen Ellyn Stop) over the next 20 years. With Transit Supportive Zoning Districts within one-half mile of the Metra Station, Downtown Glen Ellyn is only anticipated to grow in terms of residential population and commercial presence. It is important to note that one of the Village's near-term goals is to have 400 additional residential units within its Central Business District. This further substantiates the need to not only expand the existing station to meet current ridership demand, but to also initiate expansion of the station for anticipated near-term ridership increases.

Current development projects which will further increase ridership includes APEX 400, a recently approved five-story mixed-use apartment and retail complex with a two-story parking garage which will be under construction in Summer 2019. The building will have 107 apartment units and 8,800 square feet of retail space. This development is located approximately 1,000 feet southwest of the Metra station at the northwest corner of Main Street and Hillside Avenue with the proposed train station pedestrian tunnel providing improved access to transit.

The aforementioned development is just one of several transit supportive developments within walking distance to the Metra station. In addition, other development projects are being proposed including a 48-unit apartment complex known as Avere, which would be located across from the Glen Ellyn Library approximately 1,700 feet southwest of the station. The project is gaining momentum as it is currently working through the early stages of the planning, design, and entitlement process. Other multi-family developments, in the form of townhomes, are being contemplated in near proximity to the downtown Metra Station.

Complete Streets

The Village of Glen Ellyn has a [Complete Streets Policy](#) with the project incorporating several Complete Streets Improvements as follows:

- Achieves air emissions reductions by modernizing the transit station to accommodate the ridership constraints of the current station while planning for anticipated increased future ridership;
- Increases bicycle and pedestrian access to the station by providing a new ADA compliant pedestrian underpass, additional bicycle parking, and an improved sidewalk network with more direct access to the station platforms;
- Expands bicycle parking from the existing 92 spaces to the proposed 200 spaces based on survey data from community while also increasing access to the 61-mile long multi-use Illinois Prairie Path located immediately adjacent to the station;

- Provides several ADA Accessibility Improvements including:
 - Designated ADA Drop-Off and Pick-Up Areas on either side of the tracks
 - ADA Accessible Washrooms
 - ADA Compliant Walking Surfaces Including Accessible Ramps, Sidewalks and Pedestrian Underpass
 - ADA Compliant Doorways
- Improves safety and access to transit by adding crosswalks and curb cuts to the parking areas west of the stations and provides a connection to access the Illinois Prairie Path.
- Relieves congestion and reduces vehicle-pedestrian conflicts;
- Improves PACE bus service by increasing accessibility to the drop-off and pick-up area;
- Supports transit supportive land uses in the surrounding neighborhood;

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Project Information

Project Title: Elmhurst Metra Station/Multi-Modal and Site Access/Improvements

Lead Agency: City of Elmhurst

Partner Sponsors (if applicable): NA

Lead Agency Contact Person: Cori Tiberi, Project Manager, City of Elmhurst

Contact Email: cori.tiberi@elmhurst.org

Estimated Construction Start Date (Month, Year): 2/1/2021

Project Description

The City of Elmhurst Metra Station/Multi-Modal and Site Access/Improvement project includes the replacement of the existing commuter rail station, located in downtown Elmhurst and services the Union Pacific West (UP-W) Metra line. The existing station depot is nearing the end of its lifespan as it was original built in 1964 and rehabbed in 1989. The existing station is the 7th busiest in the Metra system and the busiest of on the UP-W line with over 2,344 boardings in 2016. This number is projected by Metra to increase by 628 daily boardings by 2040, even excluding current station space constraints or currently projected Transit Oriented Development in the downtown.

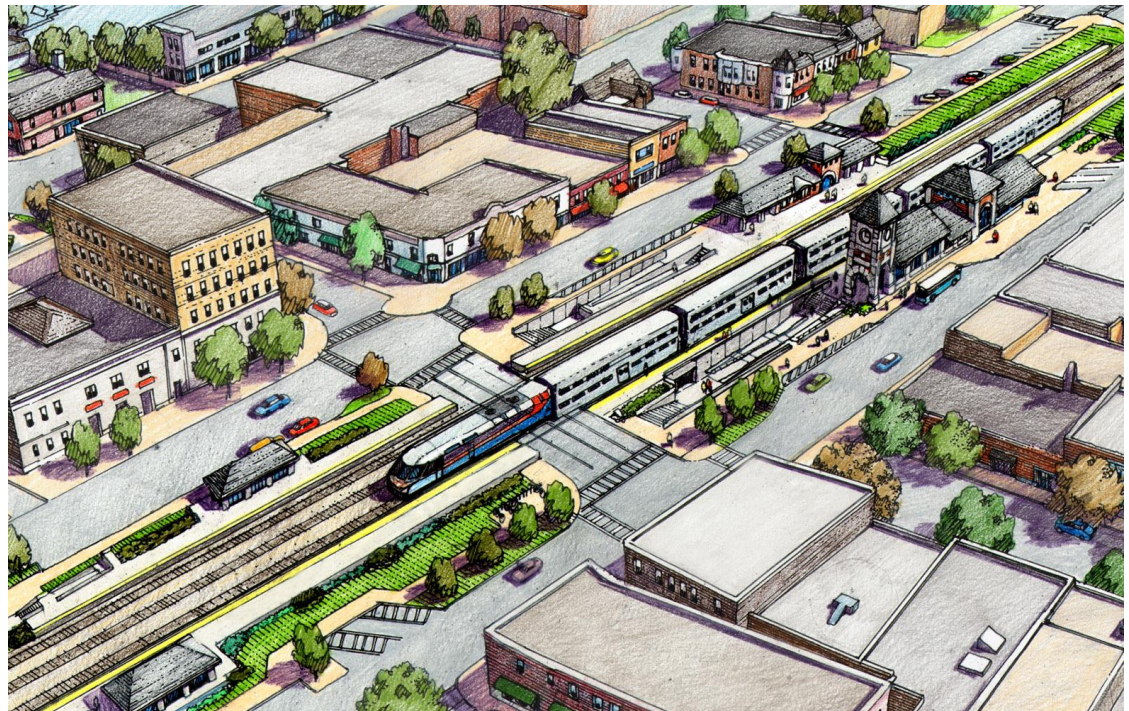
The existing station is nearly 40% undersized for current ridership, and is not ADA accessible. The site, situated in the center of downtown of Elmhurst, does not have protected pedestrian sidewalks, or separated pedestrian/traffic circulation. Additionally, the parking and paths do not provide ADA accessible paths from the community to the station.

Located in a transit supportive area with diverse land use mix and increased density, station improvements would work towards achieving regional goals outlined in ON TO 2050 of implementing transit project that are supportive of transit. The project includes many site improvements to address concerns of the City of Elmhurst, the public, and stakeholders. These concerns include safety, pedestrian access, drop-off, and bicycle storage. Below details the numerous site improvements and benefits of the project:

- Supports transit supportive land uses in the surrounding neighborhood;
- Increases bicycle and pedestrian access to the station by providing a new pedestrian underpass at York Street, crosswalks, and sidewalks;
- Improves safety and access to transit by adding sidewalks to the parking areas west of the stations. Currently, pedestrians need to walk on the street pavement to access these areas;

- Expands bicycle parking from the existing 100 spaces to the proposed 250 spaces based on survey data from community and Active Transportation Alliance;
- Improves PACE bus service by proposing a drop-off and pickup area on both inbound and outbound platform. This includes a boarding & alighting area for Pace bus route 309;
- Provides ADA accessible ramps to the pedestrian underpass as well as ADA accessible washrooms.
- Achieves air emissions reductions by modernizing the transit station to accommodate for increased ridership at the station

The project was undertaken by the City of Elmhurst in 2016, and has nearly completed Phase I Engineering through IDOT. The project is planned to begin Phase II Engineering in 2019 and with funding is expected to be completed in 2022.



Project Purpose and Benefit

Please describe what the project hopes to achieve and why the project is necessary. Please also describe how the project will improve transportation and mobility in Northwest Cook County, as well as any other relevant benefits.

As previously noted, the project is intended to greatly increase safe/accessible station access as well as provide a new inbound and outbound station that will meet current and future ridership needs. The station is one node in a much larger regional system that includes all Metra, Pace, and roadways in the region. By strengthening corridor ridership, inter-modal connectivity, and Transit Oriented Development the regional transportation network, including Northwest Cook County, is improved.

Additionally, the Elmhurst Metra station also provides access to Elmhurst College, and other regional amenities.

Project Readiness

Please describe any actions taken to advance the project thus far. For example, has the lead agency completed Phase II engineering or Right-of-Way Acquisition for the project? Has the lead agency sought or secured additional funding for the project?

The City of Elmhurst has self-funded Phase I Engineering which is anticipated to be completed in early 2019, the pre-final PDR has been reviewed by IDOT and final comments have been addressed. The City has completed the IDOT required QBS selection process for Phase II Engineering and will begin document development in late 2019 before anticipated Phase III letting in 2021. The project does not require additional Right-of-Way Acquisition as the project is being undertaken within current ROW and only requires final approvals by Metra and Union Pacific who have been involved from the beginning of project planning. The project has received \$12.4M in federal grants to date, and has other agency commitments, bringing non-local funding to \$16.4M of the required \$23M project cost.

Planning Factors

Please describe how the project addresses one or more of the five planning factors identified by CMAP in the [STP Shared Fund application guide](#). Please also note any Complete Streets or Green Infrastructure policies that the project sponsor has adopted.

Inclusive Growth The project supports public transportation networks in several forms, including passenger rail, bus, bicycle, and pedestrian. By strengthening public transit options within the region opportunities are greatly increased for access to housing, jobs, education, and amenities. This assists in contributing to equitable opportunities and inclusive growth.

Complete Streets Elmhurst has invested in its downtown development for over 30 years. This has included major incentives for rehabilitation of existing buildings, encouraging new higher density mixed use development, creating pedestrian friendly sidewalks/amenities, and traffic calming street planning. Additionally, the City has invested in four public parking garages to reduce the need for inefficient surface parking. The project combines best practices in complete street development. By investing in a new inbound, and outbound station, a new pedestrian underpass, and sidewalk and vehicle circulation improvements the project connects to many of the investments already made and continues to energize the pedestrian friendly downtown.

Green Infrastructure The project reduces paved area in the project area by nearly 30% and allows for expanding the green space and permeable surfaces in the downtown. The existing site plan contained as much surface parking as possible, and the new plan efficiently connects riders to the previously constructed downtown parking garages. Besides the initial reduction in

pavement area, the design team is investigating additional opportunities for the use of permeable pavers and bio swales.

Freight Movement The project continues to invest in grade separation from the three active Union Pacific tracks. The corridor sees both high volume Metra and freight traffic that frequently blocks connectivity. The pedestrian tunnel proposed at York Street allows both commuters and pedestrians needing to cross from the north to the south of the tracks with increased safety and reducing potential pedestrian/train conflicts.

Transit-Supportive Land Use The City of Elmhurst went through rezoning in 2017 specifically to increase land density in the downtown and to reduce parking requirements for residential developments. The current master plans call for increased density, pedestrian connectivity, and redevelopment of the Metra station. Projects are already under construction taking advantage of the new policies including over 180 new units that should be completed by the end of 2019 within two blocks of the station.

Village of Glen Ellyn Metra Station Reconstruction and Accessibility Project

STP Shared Fund Bonus Points Presentation to NWMC
April 5, 2019



Project Introduction

In 2017, the Village of Glen Ellyn undertook a Phase I Engineering and Architectural Study to evaluate the Village's Metra Station due to concerns about the condition of the station, its limited ridership capacity, as well as significant site safety and ADA accessibility considerations.

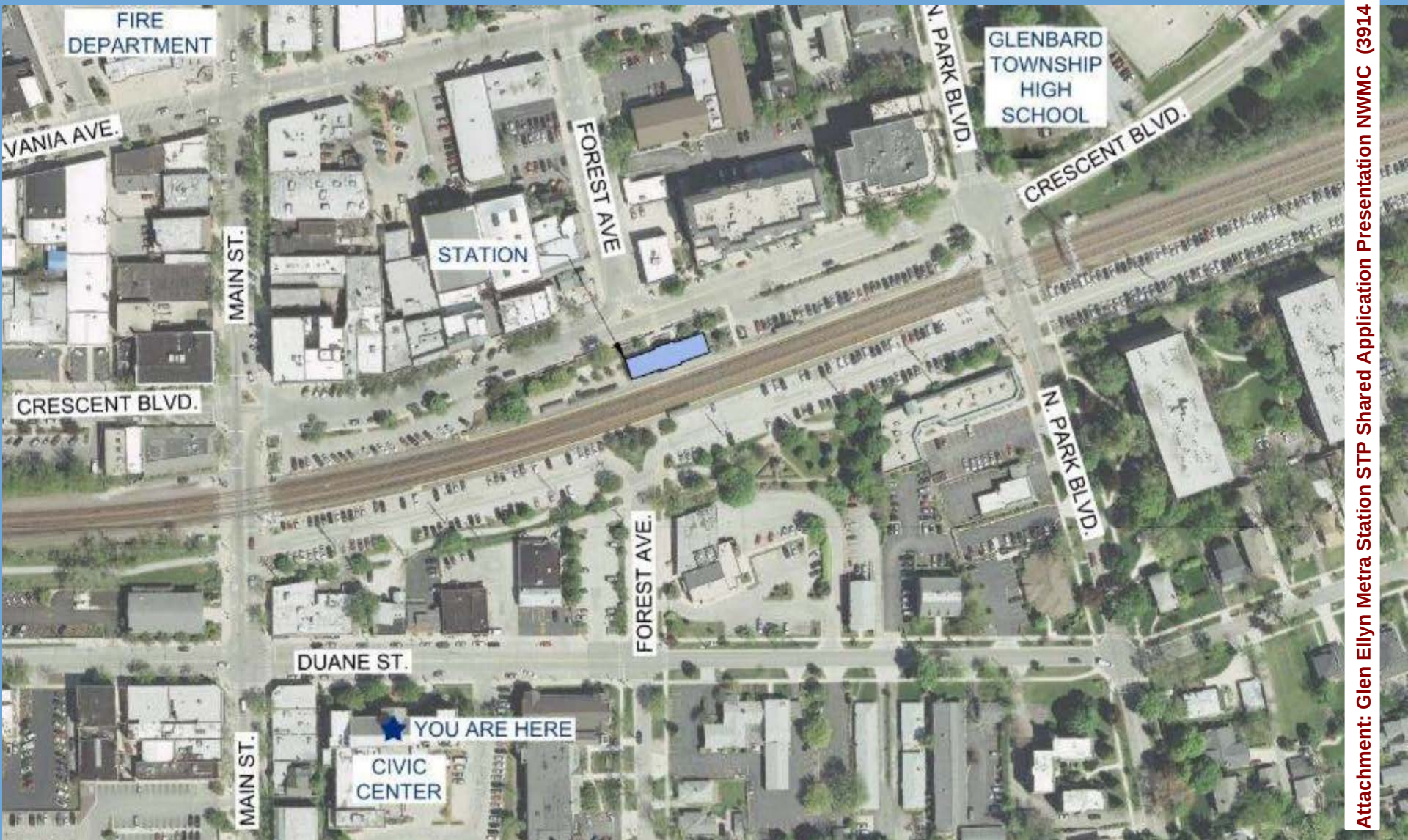
The existing station is the 2nd busiest on the Union Pacific West Line and the 14th busiest of the existing 236 Metra Stations.

The study evaluated multiple alternatives including site improvements only, rehabilitation of the existing station with site improvements, and a completely new station with site improvements.

Through this study the Village determined that the most appropriate improvements would be made through construction of a new station and significant site improvements including a fully ADA accessible pedestrian underpass.

With a Phase I Cost Estimate of \$20M, the Village is seeking grant funding support for implementation of this important project.

Existing Site

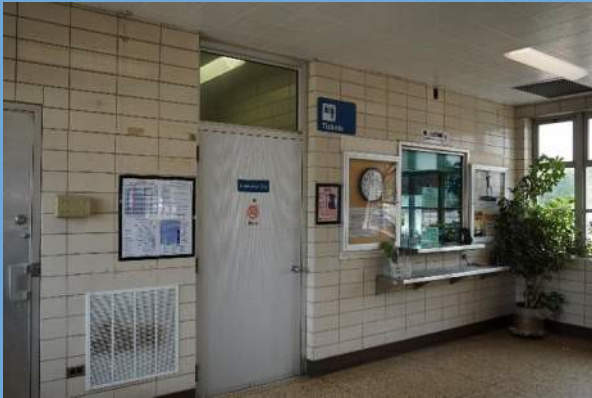


Existing Depot

- ✓ Station built Circa 1966
- ✓ Maintenance Issues
- ✓ Station and Site are not Accessible
- ✓ Station is undersized for current ridership



Aging Facade



Restrooms



Aging Infrastructure and Structure



Waiting room is undersized, limited heating and ventilation

Existing Station - Site



Inbound Boarding



Stairs and Masonry-Aging



West End of Station Depot



East End of Station Depot



"Shelters" On Platform



Damaged Platform

Project Objectives

✓ Functional

- Adequate Space
- Heating/Cooling/Ventilation
- Seating Areas
- Amenities
- “Warming” Shelters

✓ Safety

- Pedestrian Grade Separation
- Access to the Station (Vehicular, Bike, Pedestrian)
- Traffic Patterns
- Mix of Parking (Angled/Parallel)

✓ Accessibility

- ADA Parking/Access
- Drop Offs (Car/Pace Bus)
- Limit Obstacles (Distances/Stairs)



New Station and Underpass/Site



New Station and Underpass/Site



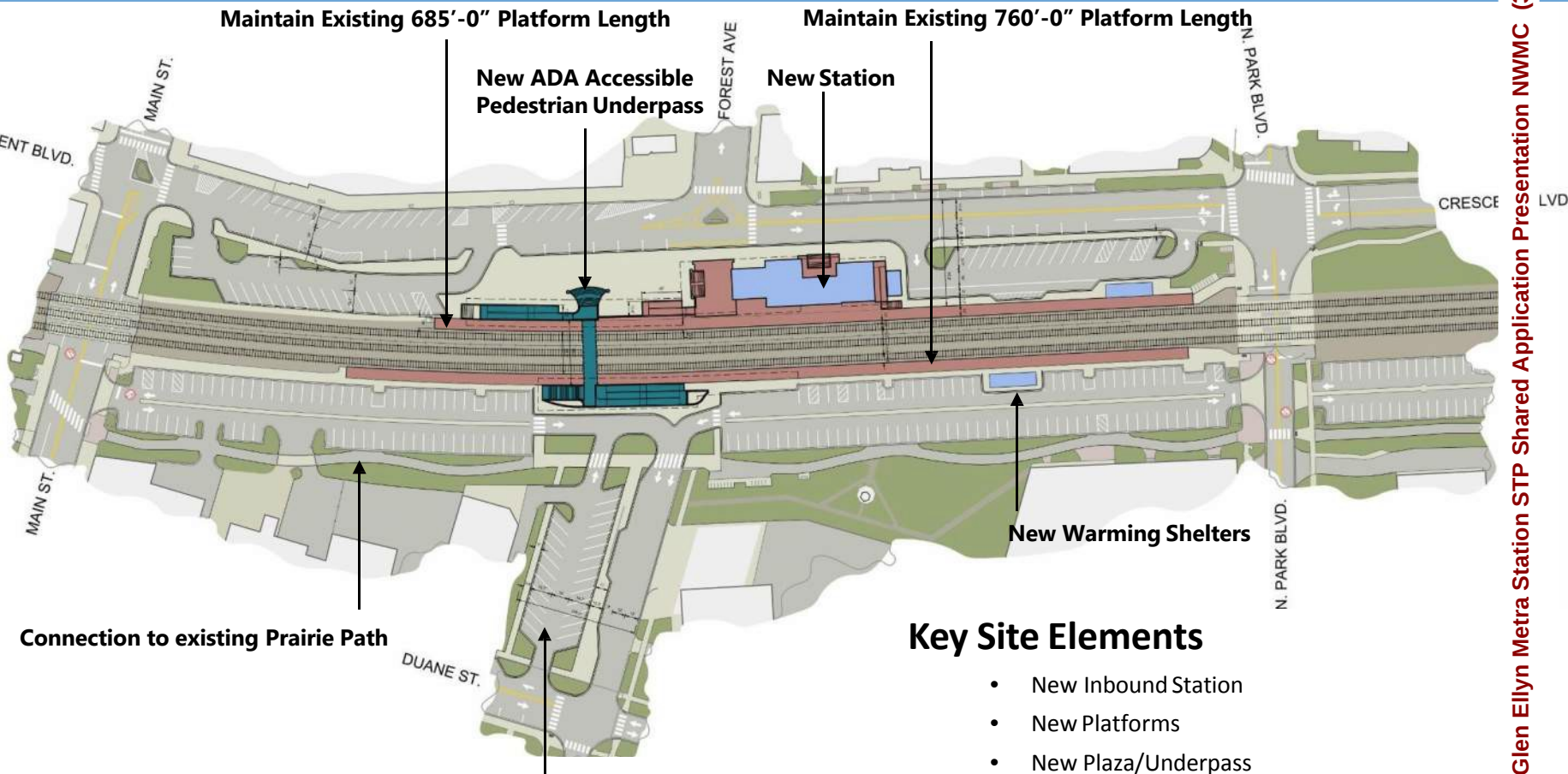
Attachment: Glen Ellyn Metra Station STP Shared Application Presentation NWM (3914 :

New Station and Underpass/Site



Attachment: Glen Elyn Metra Station STP Shared Application Presentation NWMC (3914 :

New Station and Underpass/Site



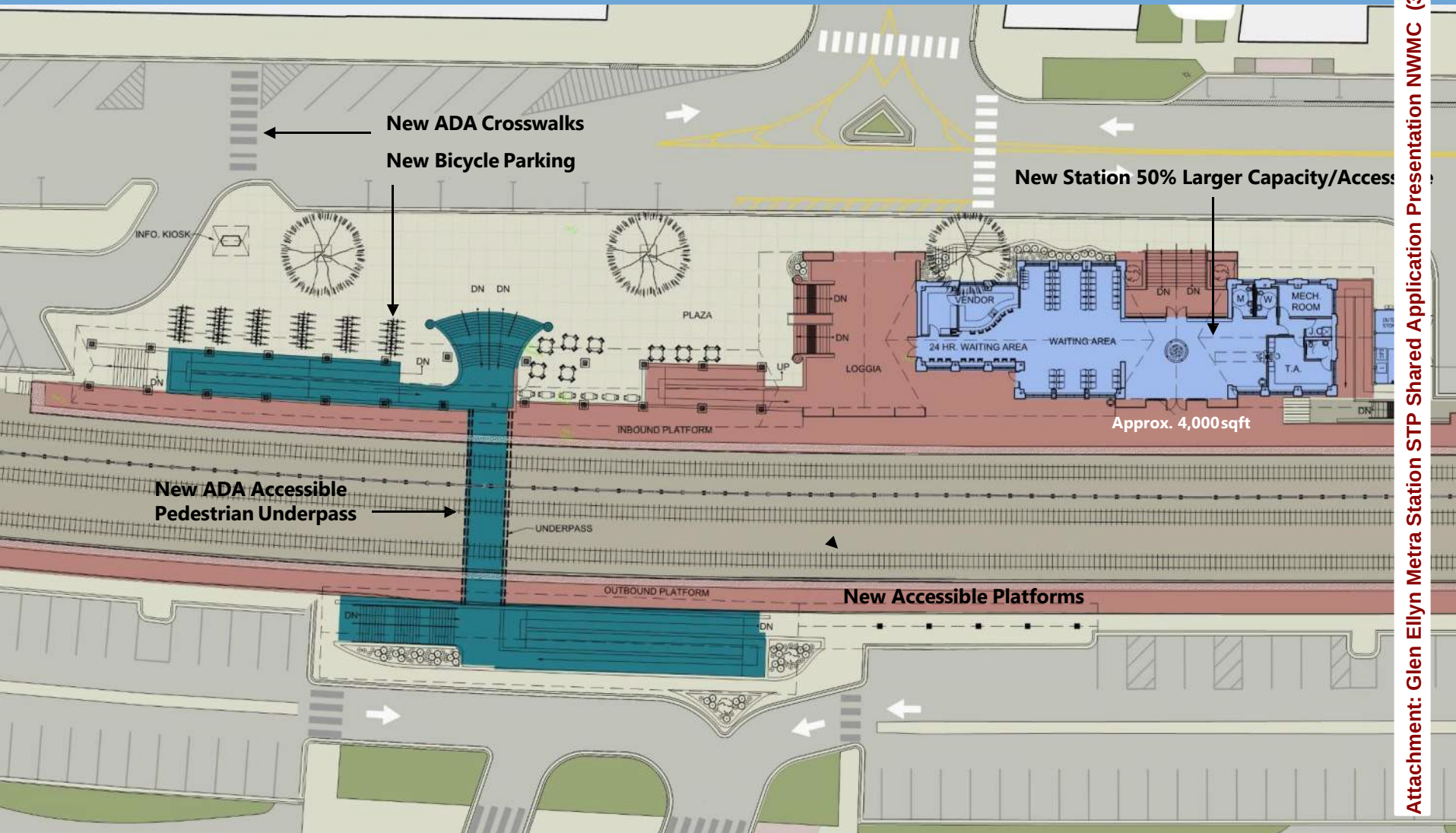
Connection to existing Prairie Path

New Reconfigured Drop-Off area to relieve existing traffic congestion during morning/evening rush-hour

Key Site Elements

- New Inbound Station
- New Platforms
- New Plaza/Underpass
- New Enclosed Warming Stations
- Rebuilt North Lots
- Rebuilt and Relocated South Lots
- Rebuilt and Reconfigured South Forest Ave.

New Station and Underpass/Site



Project Readiness

- Phase I Completion On Track
- Village is committed to the project and will fully fund and advance Phase II Engineering at the end of this year should it be successful with the current CMAQ and STP Shared Fund Call.
- Village 5-Year CIP show local share of ~\$6.7M, well within the Village's request in the CMAQ and STP Shared Fund Call.
- Village's in-house and consultant team is experienced in delivering complex rail projects and stands ready to meet the project milestone schedule which specifies a March 2023 Letting.

Benefits to NWMC

- Supports funding and implementation of transit/freight improvements throughout the Chicagoland Area
- Reduces emissions/improves air quality thereby benefitting the health of the Chicagoland population
- Sparks innovation for other communities to invest in transit improvements and thereby improve the overall multi-modal transportation network
- Supports the ON TO 2050 Plan Principles of Inclusive Growth, Resilience, and Prioritized Investment which substantiate needed investment in all Councils

Thank you for your support.

For additional information please contact:

Richard Daubert P.E. , Village of Glen Ellyn
30 South Lambert Road
Glen Ellyn, Illinois 60137
rdaubert@glenellyn.org
630.547.5507

**Capital Improvements Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 04/09/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Discussion Item

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3916)

DOC ID: 3916

CBD Streetscape and Utility Project - Design Exceptions

Please see the attached memorandum and materials pertaining to discussions on the CBD Streetscape and Utility Project design exceptions.

ATTACHMENTS:

- April 2019 Meeting Memo On CBD Streetscape (PDF)
- Figure 31-1F IDOT (PDF)
- Parking Space Options (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer
Tom Topor, Senior Civil Engineer

DATE: April 5, 2019

RE: April 9, 2019 Meeting of the CIC – CBD Streetscape and Utility Improvements
Project Design Exceptions

Introduction and Background

Last month, the Village Board reviewed various on-street parking options for streets included in the upcoming CBD Streetscape and Utility Improvements Project. In summary the Village Board directed staff to convert existing angled parking spaces on Duane, Pennsylvania, Forest, and Glenwood to parallel parking, and after extensive deliberation opted to retain angled parking spaces on Crescent (Main to Forest), and Main (Crescent to Pennsylvania). Retaining angled parking along Main and Crescent allowed for nearly the same number of parking spaces compared to existing conditions while also meeting all IDOT Bureau of Local Roads and Street Manual requirements for travel lane width, back up lanes, and depths of parking stalls; however, this resulted in decreased or equal sidewalk widths along these streets. The attached Parking Space Options exhibit shows these general parking requirements. Detailed requirements are shown on attached Figure 31-1F from IDOT Bureau of Local Roads and Streets Manual. Meeting these State design requirements results in the following sidewalk widths as summarized in tables below:

Crescent Boulevard (Main to Forest)

	Existing Condition	Proposed 45° Angle Parking Option
Sidewalk Width (North), west end of block	11.0'	11.5'
Sidewalk Width (North), east end of block	14.0'	10.0'
Sidewalk Width (South)	5.0'	5.0'

Main Street (Crescent to Pennsylvania)

	Existing Condition	Proposed 45° Angle Parking Option
Sidewalk Width (East)	15.5'	14.0'
Sidewalk Width (West)	14.5'	14.5'

The reduced sidewalk widths, particularly along Crescent, are not favored as these sidewalks are already heavily utilized by pedestrians, currently holds a number of outdoor dining/seating spaces, and are home to a number of mature trees. The proposed approximate 4' reduction in sidewalk widths would only allow for pedestrian accommodations and no trees nor outdoor seating. Sections of the sidewalk on the south side are very narrow and barely meet the minimum ADA width requirements. Additional sidewalk width on the south side of the street would be preferred (7' wide sidewalks), especially given this is carriage walk where the sidewalk is immediately adjacent to the back of the curb. Although not as impactful, a 1.5' reduction in sidewalk width on east side of Main Street would reduce the amount of usable pedestrian and sidewalk furniture space.

IDOT Design Variance

The intent of the IDOT's parking regulation is to allow safe and lowest possible risk of accidents between the vehicles in travel lanes and those making the parking maneuvers and is considered a critical roadway design element. In special circumstances and if substantiated by proper documentation, IDOT includes a process for requesting certain design exceptions that would allow for a reduction in some of the design requirements. It allows for two types of design exceptions: Level One Design Criteria; judged to be most critical indicators of roadway safety and serviceability including things like design speed, lane widths, pedestrian and bicycle accommodations, and angle parking, and Level Two Design Criteria which deals with less critical safety and serviceability indicators. Staff considers requesting a design exception for reductions in parking depths and lane width reductions which would fall under Level One Design Criteria and requires approval from IDOT's Central Office.

In an effort to increase the proposed sidewalks widths on Main Street, the project team will be requesting approval for a 2' reduction in parking stall depth, going from 19.5' to 17.5' for 45° parking. For Crescent Boulevard, the project team is still strategizing its exception request but leaning towards asking for a reduction in lanes from the proposed 12' back up lane and 10' travel lane to just one travel lane, eliminating the parking back up lane. The team is also contemplating a design exception for the depth of the diagonal stalls (17.5' in lieu of 19.5' as with Main Street).

To substantiate these request Civiltech has set up Miovision traffic cameras in the CBD which allowed the consultant to obtain traffic counts and analyze the vehicular and pedestrian behavior. The data is being analyzed but early feedback indicates that the subject block of Crescent (Main to Forest) functions as a one travel lane street, with minimal instances of vehicles driving around cars trying to back out of the angled parking spaces.

Another important factor is obtaining and including historical crash data for these streets, particularly any crashes that were in result of vehicles backing out of the parking stalls. Although some of the crash data on Crescent appears to be high, staff is cautiously optimistic that the overall increases of parking stall depths from existing to proposed will be a positive improvement to mitigate such crashes moving forward.

The first step in the process is to set an initial meeting with IDOT personnel to discuss these proposed design exceptions. If a favorable opinion is received, a formal submittal for project design exceptions will be submitted to IDOT.

Action Requested by the CIC

This item is provided as an informational update only and no formal action by the members of the CIC is requested. However, as always, staff appreciates any input the CIC may have on the matters of discussion.

Attachments

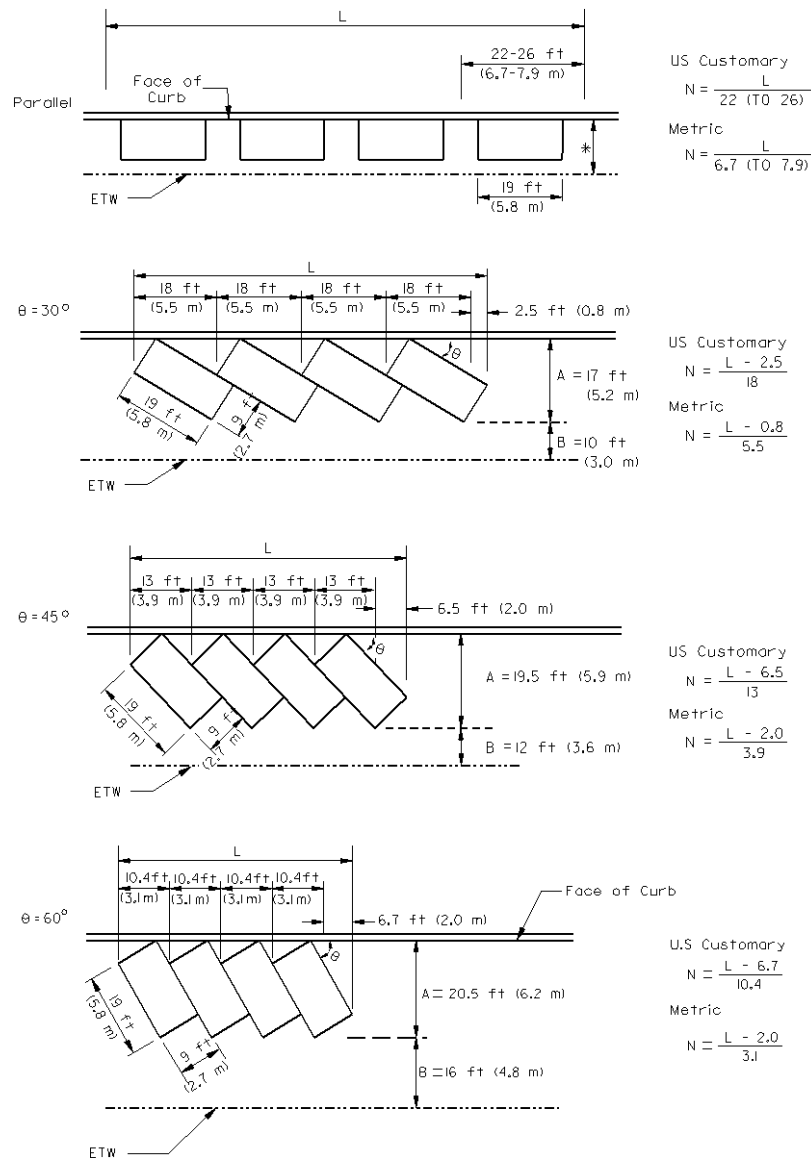
Parking Space Options exhibit

Figure 31-1F from IDOT Bureau of Local Roads and Street

August 2016

BUREAU OF LOCAL ROADS & STREETS CROSS SECTION ELEMENTS

31-1-11



* A + B = Parking Width. See Section 31-1.04(b) for parallel parking lane widths.

Key:

- L = given curb length with parking spaces, ft (m)
- N = number of parking spaces over distance L
- A = required distance between face of curb and back of stall, assuming that bumper of parked car does not extend beyond curb face, ft (m)
- B = clear distance needed for a parked vehicle to back out of stall while just clearing adjacent parked vehicles, ft (m)
- ETW = Edge of Traveled Way

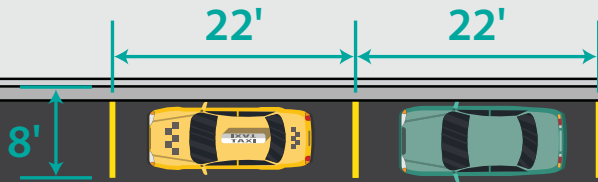
Note: For 3R projects, lesser widths may be allowed; see [Chapter 33](#).

CURB PARKING CONFIGURATIONS

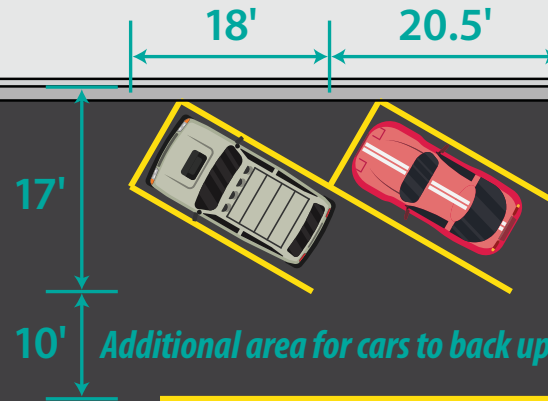
Figure 31-1F

Parking Space Options

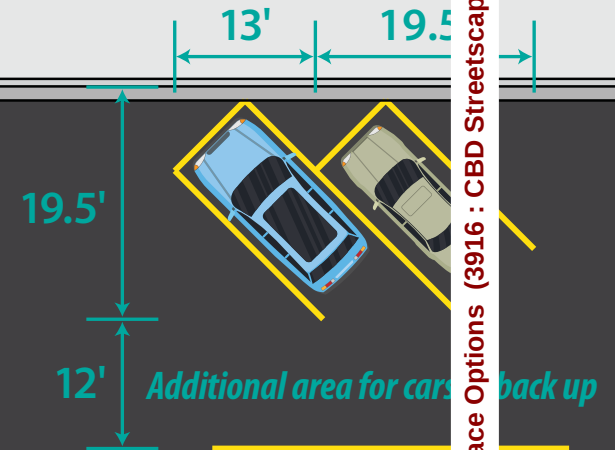
Parallel



30° Angle



45° Angle



Attachment: Parking Space Options (3916 : CBD Streetscape and Utility Project - Design Exceptions)



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 04/09/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Report

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3915)

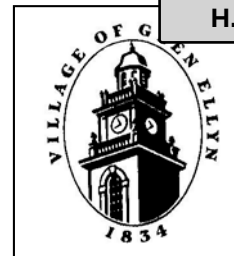
DOC ID: 3915

Engineering Division Project Activity Report Dated April 5, 2019

Please see the attached Engineering Division Project Activity Report Dated April 5, 2019.

ATTACHMENTS:

- Monthly Construction Report 4-5-19 (PDF)



April 5, 2019

ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

2018 STREET RESURFACING – Contractor: Orange Crush

(Project No. 18002; Value of Construction Contract = \$1,008,888)

The project involving the resurfacing of approximately 2 miles of residential streets in the southwest area of the Village including the Lambert Farms Subdivision, Marston Ave., Orchard Lane, and Ramblewood Drive, is substantially complete. The contractor completed the majority of punch list items with remaining landscaping related items to be addressed in the spring. A final walk through inspection will be completed by the end of April to ensure all punch list work is complete and no new issues have arisen, prior to final acceptance and closeout of the project.

NORTH PARK BLVD. / MAIN STREET IMPROVEMENTS – Contractor: R.W. Dunteman Co.

(Project No. 13001; Value of Construction Contract = \$2,945,000)

Subsequent to one last site re-inspection which is currently underway, the final punch list will be issued to the contractor the week of April 8 with the contractor having 10 working days from May 1 (State Contract Terms) to address the punch list items. A change order for additional Phase III Construction Engineering Services will be presented to the Village Board on April 22 for consideration of approval. The Change Order is being requested by the Engineer as the Contractor has taken longer than anticipated to complete the project and additional items of work were added, thereby requiring additional construction engineering services.

Closeout of the project will take time, however, the project team has been thorough with documenting the work and persistent with collecting all required documentation from the contractor. These efforts should facilitate a reasonably timely closeout of the project.

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: “D” Construction

(Project No. 15009; Value of Construction Contract = \$2,745,521)

A preliminary punch list was issued to the contractor on April 3 with a site meeting to be held with the Contractor the week of April 8 to ensure the final site restoration with topsoil and sod, installation of a hand rail on top of the concrete headwalls, staining of the headwalls, and any other outstanding items of work are completed in a timely and successful manner.

The project website located at: www.taylorunderpass.com/

CONSTRUCTION PROJECTS IN CLOSE-OUT

ROOSEVELT ROAD WATER MAIN REPLACEMENT (Nicoll to IL-53) – Contractor: Swallow Construction Corp.

(Project No. 13008; Value of Construction Contract = \$555,000)

A final change order has been approved by the Village Board. Acceptance of the project and final payment to the Contractor will be made upon the completion of two lingering punch list items, anticipated to be completed by April 30.

2017 STREET RESURFACING – Contractor: Geneva Construction Company

(Project No. 17002; Value of Construction Contract = \$2,060,000)

All Punch List work has been completed. A guarantee period walkthrough will be performed prior to final acceptance of the improvements.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

(Project No. 16008; Value of IDOT Contract = \$1,550,000; Glen Ellyn Share = \$160,000)

The Village has received and is processing invoices from Lombard for construction and construction engineering services for the project.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

(Project No. 13002; Value of IDOT Contract = \$3,153,000; Local Share = \$1,480,000)

Closeout of the project is imminent with quantities agreed to, balancing authorization completed and approved, final pay estimate processed, and final papers completed and submitted to IDOT.

X-WALK IMPROVEMENTS AT IDOT INTERSECTIONS – Contractor: Hecker and Company

(Project No. 14007; Value of IDOT Contract = \$197,971; Local Share = \$65,000)

Staff has submitted the first reimbursement request to RTA in the amount of \$35,565.53 for their financial contribution towards the project.

ENGINEERING PROJECTS

ROOSEVELT ROAD – ROUTE 53 WATER MAIN LINING – Engineer: Baxter & Woodman

(Project No. 16015)

The acoustical testing results have been discussed with the Engineer for final design direction. In addition, staff met with a potential lining contractor to evaluate their capabilities of lining through 45-degree water main bend fittings. Staff is currently reviewing the contractors lining specifications, videos, and other project information as well as other contractors'/manufacturers' information.

BAKER HILL ACCESS IMPROVEMENTS – Engineer: James. J. Benes

(Project No. 16021)

The latest round of IDOT review comments was received on January 18, 2019. The Engineer addressed the review comments and made a subsequent resubmittal to IDOT in February 21, 2019. Additional crash data for this section of Roosevelt Road was recently requested by IDOT and is being prepared by the Police Department for submittal to the State. Design exceptions related to the sizes of trucks able to make a turn into the Baker Hill Plaza and Pershing Ave will be presented

to, and reviewed by IDOT. IDOT will schedule Glen Ellyn's design exception request as it fits within their schedule for other design exception requests. Meetings are held on a monthly basis so staff is hopeful it will make the April or May Agenda. Concurrently, the Engineer is focusing on completing the bidding and contract documents. Staff is cautiously optimistic that permitting of the improvements will be received in the coming months, subject to IDOT review of the crash data and aforementioned design exceptions.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 00511)

Staff reviewed the current plans and specifications with the engineer on Friday, March 22. The engineer is revising the plans accordingly with the goal to submit for the required project permits in the coming weeks. The project team is targeting letting of the improvements in the fall of 2019 with construction anticipated in spring of 2020.

CUMNOR AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 19009)

Staff reviewed the current plans and specifications with the engineer on Friday, March 22. The engineer is revising the plans accordingly with the goal to submit for the required project permits in the coming weeks. The project team is targeting letting of the improvements in the fall of 2019 with construction anticipated in spring of 2020.

SCOTT-CLIFTON-CUMNOR IMPROVEMENTS – Engineer: In-House

Preparation of plans, specifications, and estimates is underway with competitive bidding for construction of the improvements slated for the coming weeks. Plans include additional drainage and roadway base improvements which were identified during the course of design work. Staff is coordinating with Nicor Gas on potential improvements to accommodate the planned improvements. Subject to the receipt of satisfactory bids and award of the project, construction would occur summer of 2019.

2019/2020 STREET RECONSTRUCTION PROJECT – Engineer: Pending

Staff is developing a Request for Proposals to procure engineering services for the project.

CENTRAL BUSINESS DISTRICT PROJECTS

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects

(Project No. 16016)

The project team successfully submitted the CMAQ and STP Shared Fund Grant Applications by the March 15, 2019 deadline. [A listing of all projects submitted is located here with Glen Ellyn's Project on the bottom of Page 15 \(click here for hyperlink\).](#) Staff gave a presentation to Northwest Municipal Conference (NWMC) on Friday, April 5, 2019 at its Council Meeting in Barrington. Staff gave a PowerPoint Presentation in pursuit of NWMC support of the project (request of its STP Shared Fund Bonus Points). Staff will make its next presentation for Bonus Points to the DuPage Council on Thursday, April 11, 2019 at its Council Meeting in Lisle. Councils must specify their allocation of Bonus Points to CMAP by May 21, 2019. See detailed schedule for the project selection timeline on the next page.

The Selection Process Timeline for the CMAQ, TAP-L, and STP Shared Fund is as follows:

Date (2019)	Action
January 15	Call for projects released
January 15	Webinar: overview of the funding programs and eligible projects
January 17	Webinar: how to submit an application via the eTIP website
March 1	Deadline for sponsors to submit applications to Planning Liaisons for review
March 15	Applications due by the end of business day
May 21	Deadline for Councils/CDOT to submit bonus points allocation (STP only)
June 1	Deadline for obtaining design approval or submission of PDR documents
July 18	Project Selection Committees (PSCs) consider staff recommended draft programs
July 18-August 16	Public comment period
September 5	PSCs review public comment and finalize proposed programs
October 10	CMAQ Board and MPO Policy Committee consider proposed programs
November	Federal eligibility determination (CMAQ only) and funding notification

CBD UTILITY STUDY – Engineer: RJN Group/Michels Corp.

(Project No. 15006)

A few of the remaining sections of sewer will be televised in the upcoming month and added to the final infrastructure report on the condition of the underground storm, sanitary and water infrastructure which was received in November 2018. RJN is working on addressing staff's comments on the draft report for monitoring and modeling of sanitary sewers in the CBD. Staff is working with RJN to finalize the study and provide direction on the scope of the CBD Streetscape and Utility Improvements Project.

CBD UTILITY AND STREETScape IMPROVEMENTS – Engineer: Civiltech Engineering, Inc.

(Project No. 15006)

The project team provided an update to the Village Board on some of the essential components of the project including on-street parking configurations, project cost and budget, and sidewalk materials. The discussion started at the February 19th Village Board Workshop and continued at the March 4th Special Workshop. On the topic of on-street parking, most Trustees expressed

support for retaining angled parking on east side of Main between Crescent and Pennsylvania as well as on the north side of Crescent from Main to Forest. Converting all angled parking on Pennsylvania, Forest, and Glenwood to parallel parking, which would allow for wider sidewalks and space for trees and other amenities. The Board is also considering removal of remaining parallel parking spaces on the west side of Main Street between the proposed Apex 400 development and Duane Street to create additional outdoor dining spaces for the adjacent restaurants.

The Board also discussed the current project cost estimate as well as sidewalk and crosswalk materials, preferring a stamped concrete design. These concepts will be further refined as the Design team finalizes the Phase I engineering plan. Based upon the direction the Board has given, Phase I Design Engineering will continue with the development of design concepts and exhibits, development of a preliminary construction schedule and continued public outreach.

The project team gave a presentation to the Downtown Alliance at its March 20, 2019 Meeting. The presentation included an overview of the project as well as valuable discussions with project stakeholders concerning the project improvements. Staff and the Engineer look forward to continued positive interactions with the Downtown Alliance through Phase II Engineering and Construction of the project.

It is anticipated that Phase I will be substantially complete in the coming months, with findings presented to the Village Board at a Workshop tentatively scheduled for May. Next steps will involve further review of construction sequencing/phasing and strategizing for the procurement of Phase II Engineering services for the project.

PROCUREMENT OF GOODS AND SERVICES

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	Estimated Glen Ellyn Cost	Status
2019 Sidewalk and Concrete Roadway Repairs	\$346,000 (2019)	Candidate locations are under review. Extensive concrete roadway panel replacement is intended for this year's program. Staff is currently developing contract documents for an April 12 bid advertisement.
2018 Sidewalk and Concrete Roadway Repairs	\$171,430.22 (2018)	The project, involving the removal and replacement of concrete sidewalk and pavement at various locations throughout the Village, was awarded to Schroeder & Schroeder of Skokie, Illinois. A first batch of repairs consisting of 86 locations was completed between September 27 and October 3. A second batch consisting of 44 locations was completed November 1 through 6. The project punch list is substantially complete, with restorations to be evaluated in the coming weeks.
Lake Ellyn Park and Glenbard West Sidewalk Improvements	\$521,087.33 (2018)	The project includes the installation of new sidewalk along the south and east sides of Lake Ellyn, along Lenox Road adjacent to Lake Ellyn Park, and along Ellyn Avenue adjacent to the Glenbard West Parking Lot. Schroeder &

		Schroeder of Skokie, Illinois started construction the week of July 9 and substantially completed all work in advance of faculty activities starting on August 6. Seed and blanket restoration work was completed the week of August 20. The project punch list is substantially complete, with restorations to be evaluated in the coming weeks.
2018 Parking Lot Resurfacing and Asphalt Roadway Patching	\$263,447.62 (2018)	Project scope includes roadway patching throughout the Village and resurfacing of the Main/Pennsylvania and Schock's Square Parking Lots. The contract was awarded to Schroeder Asphalt Services of Huntley, Illinois at the July 23 Village Board meeting. Parking lot construction started September 27 th in Schock's Square and the north half of Main/Penn. These portions were reopened on October 5. Construction in the south half of Main/Penn began on October 11 and was reopened by October 13. Roadway patching was completed on October 23-24. Final closeout is anticipated to occur in the coming weeks.
2018 Pavement Markings	\$50,000 (2018)	The contract was awarded to the Suburban Purchasing Cooperative low bidder, Superior Road Striping, at the March 12 Board Meeting.
2018 Crack Sealing	\$20,233.74 (2018)	The project was awarded to SKC Construction, Inc. at the August 27 Board Meeting. All work was successfully completed October 16-18.
Annual Sewer Lining	\$500,000 (2018)	Staff is in the process of finalizing the bidding and contract documents. Televising of additional sewer sections is required and has been requested to be complete by PW Utilities Division. Project will be bid as soon as all sewer video is received, reviewed and remaining sewer sections are included in the scope of the work.
Spoil Hauling and Delivery of Aggregates	\$54,000 (2018)	KLF Enterprises

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